

Minister for Roads, Regional Transport
Hearing Date: 19 August 2025

Answers to Supplementary Questions

RRT SUPP 001 - Regional Roads Fund

- (1) Has TfNSW done its own probity test on the Regional Roads Fund in accordance with the Grants Administration Guide?
- (a) Does the Regional Road Fund meet key principles of public expenditure?
- (b) How were key principles of public expenditure met with the additional \$35 million allocated to the Thornton Road Rail Bridge provided in the most recent NSW Budget?
- (c) What expenditure has been determined by TfNSW that requires the additional \$35 million allocated in the recent NSW Budget?
- (d) If this additional \$35 million allocation was determined by the Expenditure Review Committee, what advice did TfNSW provide in accordance with key principles of public expenditure?
- (e) Does TfNSW still expect to complete a business case on Thornton Road Rail Bridge, and when is it expected?
- i. What happened to completing the Strategic Business Case by May 2025 as indicated in the reply to a Question on Notice (19 November 2024)?
- ii. Does TfNSW still expect the Thornton Road Rail Bridge to cost \$50 million, if not how much is the latest expected cost?
- iii. The NSW Budget Infrastructure Statement allocates \$2.5 million to the Thornton Road Rail Bridge this financial year, what is this expected to be spent on?
- iv. The TfNSW website identifies a \$45 million allocation out of the Regional Roads Fund. The remaining \$5 million will be funded out of 'opex' and must now be found in 'capex', how?
- (f) If the Thornton Road Rail Bridge is at "Gate 2" of TfNSW delivery, what is this Gate 2?
- i. What are all the gates of delivery determined by TfNSW?
- ii. Which gate is a business case expected by?

Answer

I am advised:

- (1)(a) Transport for NSW has managed all projects funded by the Regional Roads Fund as individual projects. Probity checks were completed for each project in accordance with standard Transport for NSW guidelines.
- (b) Thornton Bridge is an election commitment. Funding was approved via the Expenditure Review Committee.
- (c) The additional funding will further support road surface surveys on Thornton Road and Railway Avenue (between Huntingdale Drive and Glenroy Street), which are crucial for informing the project's design solution.
- (d) The Regional Road Fund meets key principles of public expenditure. The additional \$35 million allocation was confirmed through the 2025-26 Budget Process. All information required was provided to the Expenditure Review Committee for its decision making.
- (e) Transport for NSW expects to complete a business case for the Thornton Road Rail duplication project by February 2026.
- i Due to changes in Infrastructure NSW Treasury guidelines, there is no longer a requirement to complete a Strategic Business Case.
- ii Yes, \$15 million has been allocated to planning works funding and \$35 million has been allocated for construction funding.
- iii Planning and concept activities, including modelling review, geotechnical investigations and concept design.

- iv Transport for NSW will be reviewing the portfolio for funding options, including reprioritisation.
- (f) Gate 2 typically refers to the investment decision stage in a project lifecycle.
- i Gates 0 to 6 inclusive.
- ii Final Business Case is expected at the completion of Gate 2.

RRT SUPP 002 - Regional Roads Fund

- (2) The Minister stated in Budget Estimates (19 August 2025) that some of the Regional Road Fund projects already had extensive business cases, either under State, Federal, and even local council government funding. Which of the 30 projects in particular had these prior business cases?
- (a) Which of the projects had State funding business cases?
- (b) Which of these projects had Federal funding business cases?
- (c) Which of these projects had local council funding business cases?
- (d) How much of the \$334 million Regional Road Fund is still unallocated to a project?
- (e) Why was the Tripoli Way extension only added to the list of projects recently?
- (f) Has TfNSW identified the location for the overtaking lanes near Merriwa?
- (g) Can it be confirmed the planned Alphadale Rd-BruXner Hwy roundabout has been replaced with traffic lights because of a gradient concern and possible heavy vehicle roll-over?
- (h) Is the Carters Road-Lake Munmorah Traffic Study election promise being replaced by planning for a link road?
- (i) Which of the 12 Kyogle Council's remaining timber and composite bridges being replaced can be identified yet?
- (j) With the Golden Hwy improvements budget being increased from \$12 million to \$20 million, what is the additional \$8 million identified for?
- (k) Has the business case for the Gosford Bypass been completed yet?
- (l) Why was Wallendbeen Bridge approaches project only added in the most recent NSW Budget?

Answer

I am advised:

- (2) The Bungendore Road, Yass Road and Ellerton Drive intersection upgrade had a Gate 2 Final Business Case completed and was assured in March 2025.
- (a) All were funded by the State.
- (b)-(c) None.
- (d) The remaining unallocated amount is \$13.5 million.
- (e) To ensure Shellharbour City Council's Tripoli Way extension project is delivered in full, the NSW Government announced an additional \$20 million for the project on 19 August 2025. This brings the NSW Government's total contribution since March 2023 to \$40 million.
- (f) Transport for NSW is investigating potential options for an overtaking lane west of Merriwa. A preferred option has not yet been identified.
- (g) In October 2024, Transport for NSW announced that the preferred option to improve safety at the intersection was to install traffic signals.
- (h) It has been determined that the most effective way to achieve the desired outcomes of the committed funding is by developing the link road identified in the Greater Lake Munmorah Structure Plan.
- (i) 1. Paddys Flat Road – Upper Tooloom
2. Williams Road – Birney Bridge
3. Sugar Glider Rd Bridge
4. Clarence Way – Culmaran Creek Bridge No.1
5. Vlarence Way – Culmaran Creek Bridge No.2
6. Clarence Way – Ryans Bridge

7. Gradys Creek Road – Cedargetters Bridge
 8. Gorge Creek Road – Ashley Gordons Bridge
 9. Horseshoe Creek Road – Horseshoe Creek No.2
 10. Iron Pot Creek Road – Benns Bridge
 11. Iron Pot Creek Road – Montgomerys
 12. Gradys Creek Road – Methvens Bridge.
- (j) The additional funding is required based on the estimated total cost to deliver an overtaking lane west of Merriwa.
- (k) A business case has not yet been completed for Gosford Bypass. A short-form assessment will be completed for the proposed incremental improvement works. A Preliminary Business Case will be completed to support the long-term vision for the corridor.
- (l) The Regional Roads Fund allocated funding for new roads in rural and regional areas in the 2025-26 NSW Budget, including \$15.2 million for Wallendbeen Bridge. This is a key project which needed additional funds this financial year to deliver road approaches leading to the new Burley Griffin Way road-over-rail bridge at Wallendbeen.

RRT SUPP 003 - Road recategorisation

- (3) If TfNSW is to fund the recategorisation of roads within its 'business as usual' budgetary yearly allocation, how much does TfNSW expect to spend on recategorising roads each year?
- (a) How much does TfNSW expect to spend on road reclassification this Financial Year?
- (b) Roughly how many roads does TfNSW expect to be able to reclassify yearly under a business as usual funding arrangement?
- (c) When does TfNSW expect to have its road reclassification assessment portal available for councils to use?

Answer

I am advised:

- (3)(a) The number of roads and amount spent on re-categorising roads will depend on the number of roads submitted for re-categorisation, the length of the roads, road condition, and the final assessed categorisation given to the road. Transport for NSW anticipates that with the transfer of some roads to State roads and others to Regional or Local roads, the overall quantum of changes will be managed within "business as usual" budgets.
- (b) Between 30 and 50 recategorisation assessments will be completed each year.
- (c) Transport expects to launch the self-assessment portal in September 2025.

RRT SUPP 004 - Road recovery from natural disasters

- (4) The Minister stated in Budget Estimates (19 August 2025) that in last year's budget \$1.024 billion was spent on road recovery from natural disasters. How much of this amount is NSW Govt funding?

Answer

I am advised:

Natural disaster payments for road recovery are generally funded upfront by the NSW Government, with the expectation of partial reimbursement from the Australian Government through the Disaster Recovery Funding Arrangements, once the recovery works are delivered.

RRT SUPP 005 - Regional jobs

- (5) How many regional jobs are expected to be lost as part of the savings program?
- (a) Will any of the job losses includes tradespeople from the regions?

Answer

I am advised:

Transport for NSW is not yet at the stage of consulting on detail designs for structures with regional jobs so any impacts, if at all, are not yet known. Transport will always need people based across regional NSW and we remain committed to having a diverse and statewide workforce which is empowered to deliver. A key focus of the organisational reform is on finding efficiency in corporate and support roles.

RRT SUPP 006 - Regional transport and roads budget

(6) The Minister stated in Budget Estimates (19 August 2025) that there is a \$9.9 billion allocation for regional transport and roads. How much of this amount is actually from the NSW budget?

(a) How much of the \$9.9 billion is from the NSW Government this financial year?

Answer

I am advised:

I refer you to the 2025-26 NSW Budget Papers.

RRT SUPP 007 - Denman Bridge

(7) In answer to Questions on Notice on the 19th November 2024, it was stated that there were no plans to replace the Denman Bridge. Given the Denman Bridge Bypass creates the need to travel 3 times the distance on smaller roads impacting communities unnecessarily, why wasn't replacement of the Denman Bridge considered?

Answer

I am advised:

EnergyCo is the infrastructure provider for the Central West Orana Renewable Energy Zone. This question is best to be directed to EnergyCo.

RRT SUPP 008 - Cameras along Bengalla Rd

(8) Do we have any findings on the TfNSW installed machine learning traffic counting and classifying cameras along Bengalla Rd?

Answer

I am advised:

The Machine Learning Camera recorded the following from January to July 2025:

- Light vehicles: 447,955
- Heavy vehicles: 500,901
- Buses: 760

RRT SUPP 009 - M1 Motorway extension to Raymond Terrace

(9) Is the M1 Motorway extension to Raymond Terrace still proceeding to plan in accordance with the 2028 opening?

Answer

I am advised:

Yes, weather permitting.

RRT SUPP 010 - Coffs Harbour Bypass

(10) Is the Coffs Harbour Bypass still projected to open to traffic in late 2026?

Answer

I am advised:

Yes, weather permitting.

RRT SUPP 011 - Singleton Bypass

(11) Is the Singleton Bypass still projected to open to traffic in late 2026?

Answer

I am advised:

Yes, weather permitting.

RRT SUPP 012 - Muswellbrook Bypass

(12) When is construction expected to begin on the Muswellbrook Bypass?

Answer

I am advised:

The tender for the Muswellbrook Bypass is expected to be issued in 2026, with construction to commence after the tenders are determined.

RRT SUPP 013 - Newcastle Inner City Bypass

(13) Is the Newcastle Inner City Bypass still expected to open later this year?

Answer

I am advised:

Following more than 10 weeks of lost productivity due to wet weather in 2025, the Newcastle Inner City Bypass may not open to traffic this year. It is now anticipated the Bypass will open to traffic by early 2026. Transport for NSW will provide an update to the community shortly.

RRT SUPP 014 - Barton Hwy Stage 2-Kaveney's intersection

(14) When is Barton Hwy Stage 2-Kaveney's intersection detailed design work expected to begin?

Answer

I am advised:

Work is currently underway on the concept design and Review of Environmental Factors (REF) for the Barton Highway Stage 2.

The start date for detailed design will begin after the concept design and REF process are finalised. This date is yet to be determined as the timing of the REF can vary and is influenced by a range of considerations, including the scope of environmental assessments, stakeholder feedback and statutory approval requirements.

RRT SUPP 015 - Medlow Bath upgrade

(15) Is the Medlow Bath upgrade still expected to be completed later this year?

Answer

I am advised:

Following nine weeks of lost productivity due to wet weather in 2025 and additional impacts to work due to extended cold weather, the Medlow Bath upgrade may not open to traffic this year. It is now anticipated the upgrade will open to traffic by early 2026. Transport will provide an update to the community shortly.

RRT SUPP 016 - Coffs River Road upgrade

(16) How is the Coxs River Road upgrade progressing?

Answer

I am advised:

The Coxs River Road upgrade opened to traffic on 9 April 2025.

RRT SUPP 017 - Medlow Bath Station upgrade

(17) Can an update be provided for the Medlow Bath Station upgrade?

Answer

I am advised:

Medlow Bath Station upgrade opened to passengers on 2 April 2025.

RRT SUPP 018 - Mount Victoria Slope stabilisation

(18) How is the Mount Victoria Slope stabilisation progressing?

Answer

I am advised:

I Information on the repairs is publicly available on the Transport for NSW website (<https://www.transport.nsw.gov.au/projects/current-projects/victoria-pass-slope-repairs>).

The slope repairs are on track to be completed in December 2025, weather permitting.

RRT SUPP 019 - Picton Road upgrade

(19) When is construction expected to begin on the Western portion of the Picton Road upgrade?

Answer

I am advised:

Information about the project is available on the Transport for NSW website: <https://www.transport.nsw.gov.au/system/files/media/documents/2025/picton-road-upgrade-project-update-july-2025.pdf>

RRT SUPP 020 - Wyong Town Centre upgrade

(20) On the Wyong Town Centre upgrade, what is the \$8.1 million allocated in this most recent NSW Budget expected to be spent on?

Answer

I am advised:

\$8.1 million was allocated to progress the Pacific Highway, Wyong Town Centre upgrade in the NSW 2025/26 Budget. This funding will support procurement activities to identify a preferred principal contractor and continue early works along the road corridor including utility relocations and property demolition.

RRT SUPP 021 - Bells Line Rd Slope Repair

(21) On the Bells Line Rd Slope Repair, how is the progress on:

- (a) Slope 33488
- (b) Slope 33449
- (c) Slope 33449
- (d) Slope 33461

Answer

I am advised:

(21)(a) Work is in progress and is approximately 90% complete.

- (b),(c) Work is in progress and is approximately 90% complete.
 (d) Work is in progress and is approximately 50% complete

RRT SUPP 022 - Jervis Bay Rd intersection works

- (22) Is the Jervis Bay Rd intersection works still progressing with an expected completion by late 2027?

Answer

I am advised:

Yes, weather permitting.

RRT SUPP 023 - Jervis Bay Rd to Sussex Inlet Rd upgrade

- (23) On the Jervis Bay Rd to Sussex Inlet Rd upgrade, what is the \$6.864 million allocated in the most recent NSW Budget expected to be spent on?

Answer

I am advised:

\$6.864 million was allocated to progress the Princes Highway, Jervis Bay to Hawken Road upgrade in the NSW 2025-26 Budget. This funding will support further development of the concept design and environmental assessments, and ongoing engagement with property owners potentially impacted by acquisitions.

Further information on the proposed works is available on Transport for NSW's website: (<https://www.transport.nsw.gov.au/projects/current-projects/jervis-bay-road-to-hawken-road-upgrade-princes-highway-upgrade-program-0>).

RRT SUPP 024 - Milton-Ulladulla Bypass

- (24) On the Milton-Ulladulla Bypass, what is the \$13.479 million allocated in the most recent NSW Budget expected to be spent on?

Answer

I am advised:

It is for development of the concept design and environmental assessment.

RRT SUPP 025 - Mandalong Rd upgrade

- (25) Is the \$2 million allocated in the recent NSW Budget for the Mandalong Rd upgrade all expected to be spent on design?

Answer

I am advised:

Yes, it is primarily to fund design.

RRT SUPP 026 - Central Coast Hwy-Tumbi Rd intersection

- (26) Is the Central Coast Hwy-Tumbi Rd intersection still expected to be completed by mid- 2027?

Answer

I am advised:

The upgrade will take approximately two years to complete, and the expected completion date is mid-2027, weather permitting.

RRT SUPP 027 - Mariyung Fleet

- (27) When is the Mariyung Fleet expected to be carrying passengers on the Blue Mountain Line?

Answer

I am advised:

Information on the project is available on the Transport for NSW website (<https://www.transport.nsw.gov.au/projects/current-projects/mariyung-fleet>)

RRT SUPP 028 - Avoca Rd upgrade at Kincumber

(28) When is the concept design for the Avoca Rd upgrade at Kincumber expected to be completed?

Answer

I am advised:

The Avoca Drive upgrade's concept design and environmental assessment are expected to be displayed for feedback in 2026.

Once community feedback has been provided, Transport for NSW will have greater certainty around what additional concerns must be addressed prior to finalising the concept design.

RRT SUPP 029 - Pacific Hwy-Harrington Rd intersection

(29) When is construction works expected to begin on the Pacific Hwy-Harrington Rd intersection?

Answer

I am advised:

Transport for NSW will continue to develop the project, with timing for construction dependent on detailed design and procurement.

Transport for NSW will continue to consult with key stakeholders and keep the community informed as the project progresses.

RRT SUPP 030 - Snowy Mountains landslip

(30) Can a progress update be provided for the Snowy Mountains landslip repairs?

Answer

I am advised:

The last of the natural disaster projects on Brown Mountain is scheduled to commence in late September 2025.

RRT SUPP 031 - Hillsborough Rd upgrade

(31) When is the design for the Hillsborough Rd upgrade expected to be completed?

Answer

I am advised:

The design for Hillsborough Road upgrade was completed earlier in 2025

RRT SUPP 032 - Nelson Bay Rd Cabbage Tree Rd-Williamtown segment

(32) When is the concept design for Nelson Bay Rd Cabbage Tree Rd-Williamtown segment expected to be completed?

Answer

I am advised:

The concept design will be finalised in 2027.

RRT SUPP 033 - Coulsons Creek Rd

(33) Is Coulsons Creek Rd completion still expected for late October this year?

Answer

I am advised:

Recent extreme wet weather has impacted the Coulsons Creek Road project. Further inclement weather may result in the project being completed in early 2026.

RRT SUPP 034 - New England Hwy westbound

- (34) Where is the New England Hwy westbound flyover (Maitland) at?
- (a) Was there any NSW funding allocated to the New England Hwy westbound flyover (Maitland) to match the Federal funding?
- (b) What discussions have Transport for NSW had with Maitland City Council to resume a portion of Maitland Park for this project?
- (c) Is Maitland City Council or Transport for NSW expected to hold the public consultation with the community over resuming part of this popular community park for the project?
- (d) What discussions have been held with the Hunter Valley Flood Mitigation Scheme (HVFMS) about constructing the westbound overpass through the Maitland floodway?
- (e) For how many days in May this year was that section of road closed due to flooding?

Answer

I am advised:

The New England Westbound Flyover (Maitland) is at the intersection of the New England Highway and Cessnock Road. A Project Proposal Report has been completed to secure funding for the initial planning phase, with a request submitted to release funds in Quarter 4 2025.

- (a) No funding has been allocated by the NSW Government to match the Australian funding.
- (b) No specific locations for the overpass have been chosen yet. Transport for NSW will work with Council to explore potential options to minimise the impact on nearby facilities.
- (c) Transport for NSW will create a stakeholder engagement plan to consult with the community through the project's milestones.
- (d) Transport for NSW will work with the Hunter Flood Mitigation Scheme to investigate Hunter Valley Flood Mitigation Scheme options for avoiding or mitigating potential impacts to surrounding communities and infrastructure during the project's design. Transport for NSW has contacted Maitland Council for information on flooding, and the Council has advised that a hydrology study of flooding in the area is currently underway. Information sharing on crucial elements has been agreed as part of the collaboration with Council and Transport.
- (e) Five days (closed on 26 May 2025 and reopened in both directions mid-afternoon on 30 May 2025).

RRT SUPP 035 - Staff reduction

- (35) On 23 July 2025 Josh Murray, Secretary Transport for NSW announced a savings target of approximately \$279 million from internal labour savings which may result in up to 950 jobs cuts at Transport Senior Manager and Award levels. What is the rationale for these significant job cuts?
- (a) Why are Sydney Metro employees not included in the job reduction targets, particularly given that their award employees are part of the Transport and Sydney Metro Salaried Employees Award?

Answer

I am advised:

The announcement from Josh Murray, Secretary Transport for NSW on 23 July 2025 relates to the Transport for NSW entity. If there any future changes required at Sydney Metro they will be announced and led by the Chief Executive at that time.

RRT SUPP 036 - Roles transferred from RMS to Transport

(36) How many roles transferred from RMS to Transport as a result of the dissolution of RMS?

Answer

I am advised:

The exact number of roles transferred from Roads and Maritime Services (RMS) to Transport for NSW (TfNSW) is not specified as a single figure. Instead, when RMS was dissolved on 1 December 2019, all its functions, assets, rights and liabilities were transferred to TfNSW, including employees.

Noting that there remain around 6,000 employees who remain employed under the RMS Awards that currently remain operational alongside the Transport and Sydney Metro Salaried Employees Award.

RRT SUPP 037 - Staff reduction

(37) Was the reduction of up to 950 roles not considered during the initial planning and establishment of the top-line structure?

(a) The decision appears to have come as a surprise to many, including the Senior Execs, and gives the impression of a reactive rather than a strategic approach. The Secretary's email referenced the centralisation of work and the removal of duplication—objectives which I had assumed were integral to the design of the top-line structure. Could you please confirm whether these considerations were fully factored into that process? If yes, this sure came as a surprise decision.

Answer

I am advised:

Transport for NSW has taken a considered and staged approach to implementing a statewide operating model. In reducing from 10 to 7 divisions and reviewing strategic accountabilities a key consideration was opportunities for removing duplication and ensuring clear lines of accountability through centralisation. It has always been clearly communicated that the first phase was on the top layers, which entailed reviewing all of the TSSE roles and determining divisional and branch accountabilities. The organisational reform is now entering the detailed design of the branches which is focused on TSSM and Award roles.

RRT SUPP 038 - Staff reduction

(38) It took 2 years to determine the senior management org chart, took weeks to decide to cut 950 job cuts, why the sudden rush?

(a) I am hearing that executives are being rushed to draw up organisational structures and place employee against roles without role descriptions having been completed. What are the organisational design and safety principles being used to support the decision of 950 job cuts?

Answer

I am advised:

The Operating Model has been developed and implemented in a considered and staged way. Transport for NSW is aiming to provide certainty for its people as soon as it can.

Design principles and safety are critical considerations throughout the process. It did not take two years to determine the senior management org chart.

RRT SUPP 039 - Restructure

(39) Could you please clarify if this restructure is primarily driven by budget savings?
 (a) If it's also intended to address duplication or improve efficiency, please provide the detailed the metrics or analysis being used to support those decisions.

Answer

I am advised:

First and foremost, the operating model is moving to a state wide approach - key objectives are to develop clear lines of accountability and to improve operations and services to the customers and communities of NSW. Efficiencies will be derived through the removal of duplication and activities that are not core to what we do.

RRT SUPP 040 - Workload and the potential for psychosocial hazards due to role overload

(40) How will workload and the potential for psychosocial hazards due to role overload be managed with the reduction of 950 TSSM/Award roles? So many people an teams are already over capacity with workload, flex hours and annual leave are high and staff don't have the capacity to use their leave currently.

Answer

I am advised:

Transport for NSW has taken a considered and staged approach to implementing a statewide operating model. In reducing from 10 to 7 divisions and reviewing strategic accountabilities a key consideration was opportunities for removing duplication and ensuring clear lines of accountability through centralisation. This is complimented with a focus on process and systems improvement, changes to governance and decision making, removing administrative burden and unnecessary bureaucracy resulting in the need to reduce roles across our corporate and support staff.

RRT SUPP 041 - Senior Executives

(41) The Government's election commitment was to reduce the number of Senior Executives in the Public Service by 15%. What was the target number of Senior Executive role reductions in Transport for NSW? And what was the period of time to achieve those target?
 (a) Has Transport achieved those job reduction targets?
 i. If not, Why not?

Answer

I am advised:

Transport for NSW has committed to reducing more than 300 TSSE's across the portfolio in line with the Government's election commitment and contributing towards our workforce related savings targets. Across the Transport portfolio we have reduced by over 200 TSSEs, which is circa 70% of our target to date. By 30 June 2026 (election commitment due date), Transport will have reduced TSSE numbers by well over the 15% commitment.

RRT SUPP 042 - Senior Executive role target

(42) If the Senior Executive role target was not achieved why was approval given by the Transport Steerco that includes yourself, Ms Huang and Ms Taylor to determine the final Senior Executive structure.

Answer

I am advised:

The senior executive target is applied across the Transport portfolio. The Operating Model Program is specific to Transport for NSW and this entity has met its allocation of the senior executive target.

RRT SUPP 043 - Senior Executive targets for each division

(43) What were the targets for each Transport Division for their Senior Executive roles that they needed to achieve. It is known that each Division was given a target, so I ask that Transport provides a complete breakdown of each division target including number of roles and their costs including all funded vacant Senior Executive roles that were identified to be abolished.

Answer

I am advised:

Transport for NSW has committed to reducing more than 300 TSSE's across the portfolio in line with the Government's election commitment and contributing towards our workforce related savings targets. Across the Transport portfolio we have reduced by over 200 TSSEs, which is circa 70% of our target to date. Each division within Transport has contributed to this reduction.

RRT SUPP 044 - Annual salary cost of senior executives in Transport for NSW

(44) What is the current number and total annual salary cost of senior executives in Transport for NSW ?

(a) In the current restructure how many senior executive jobs were cut?

Answer

I am advised:

Senior Executive numbers and remuneration is included in the Annual Report Transport for NSW Annual Report 2023-24 Volume 1

Transport committed to reducing more than 300 Transport Senior Service Executives (TSSEs) across the portfolio in line with the Governments election commitment and to help us achieve our savings targets.

So far across the Transport portfolio we have reduced by over 200 TSSEs.

RRT SUPP 045 - Salary savings of senior executive roles

(45) What is the total salary savings Transport for NSW generated by the recent restructuring of the senior executive roles?

Answer

I am advised:

Transport continues to do its part alongside all other Government agencies to meet the savings targets set by the Government. Workforce related savings are around \$600 million (including labour hire and PSCs).

RRT SUPP 046 - Senior Executive role

(46) Please provide a breakdown down in a table of each Senior Executive role in Transport by their classification i.e. Band 1A, Band 1B, Band 2A, Band 2B, Band 3 for each division role by role and include in the table the following:

(a) What were the salary ranges per band prior to the job cuts announced date?

(b) What were the actual salaries paid for each role prior to the job cuts announced date?

- (c) What are the current salary bands per band for each Senior Executive in Transport that has been approved and determined as now the endorsed Senior Executive cohort?
- (d) What is the actual salary for each Senior Executive role that has been approved and determined as now the endorsed Senior Executive cohort?

Answer

I am advised:

Senior Executive numbers and remuneration is included in the Annual Report Transport for NSW Annual Report 2023-24 Volume 1.

RRT SUPP 047 - Senior Executive role

- (47) I understand Transport for NSW has 1 in 4 senior executives across the entire Public Sector. Why does Transport need so many executives to support an agency of 16,000 employees?

Answer

I am advised:

Transport committed to reducing more than 300 TSSEs across the portfolio in line with the Governments election commitment and contributing towards our workforce related savings targets. Across the Transport portfolio we have reduced by over 200 TSSEs, which is circa 70% of our target to date. By 30 June 2026 (election commitment due date), Transport will have reduced circa 30% of its senior executive cohort, well over the 15% required.

RRT SUPP 048 - Senior Executive role

- (48) Why it is necessary to have so many executives when the real work is being done by TSSM's and particularly the Award staff who are the engine room of Transport. Surely you don't need more executives to make a decision to get on with the work at hand?

Answer

I am advised:

Transport for NSW has committed to reducing more than 300 TSSE's across the portfolio in line with the Governments election commitment and contributing towards our workforce related savings targets and the conversion to a more efficient statewide operating model. This will ensure the appropriate workforce balance across TSSE, TSSM and Award.

RRT SUPP 049 - Senior Executive role

- (49) How many senior executives have been added to Transport for NSW since you commenced as Secretary?
- (a) What is the total salary cost of these additional executives since you became Secretary?

Answer

I am advised:

There has been a reduction in the number of Senior Service Executive roles in Transport for NSW since Mr Murray's commencement as Secretary.

RRT SUPP 050 - Transport Senior Service Manager jobs

- (50) How many Transport Senior Service Manager jobs currently exist and what is the total annual salary cost for these jobs? What is the job reduction target for Transport Senior Service Managers?

Answer

I am advised:

Senior Service numbers and remuneration is included in the Annual Report Transport for NSW Annual Report 2023-24 Volume 1. Information on employee remuneration, including headcount by salary band is included in the Annual Report.

RRT SUPP 051 - Transport Senior Service Manager

(51) How many Transport Senior Service Manager jobs have been added to Transport for NSW and their total annual salary cost since you commenced as Secretary?

Answer

I am advised:

There has been a reduction in the number of Senior Service Manager roles in Transport for NSW since Mr Murray's commencement as Secretary.

RRT SUPP 052 - Temporary staff

(52) 52. How many temporary executive, temporary transport service manager and temporary award employees have been hired since you became Secretary?

(a) Provide breakdowns by number of executive, transport senior service manager and award.

Answer

I am advised:

Since Mr Murray's commencement as Secretary a total of 1,637 temporary employees have been onboarded

a) Of these 1,637 temporary employees, the breakdown is TSSE (11), TSSM (56) and Award (1570).

RRT SUPP 053 - Job reduction target

(53) What is the job reduction target for permanent Transport Award employees? Why are there proportionately more Award roles being cut compared to Senior executive and Transport Senior Manager roles if Transport is trying to achieve savings. Surely you need to cut more Senior Executives before Award staff?

Answer

I am advised:

The 950 reduction figure refers to a net reduction in budgeted positions across the TSSM and Award cohort in Transport for NSW. This is approximately 7% of the total TSSM and Award cohort.

Individual workforce savings targets are not split out for Award vs TSSM employees. By comparison, Transport is forecasted to reduce by more than 300 TSSEs by 2027 which will be just under 30% of the TSSE cohort across all agencies.

RRT SUPP 054 - 950 TSSM and Award jobs

(54) What functions will Transport cease given that you have identified 950 TSSM and Award jobs will be cut? What will be the impact on both internal and external services and to the community as a result of these job cuts given that many jobs in Transport for NSW particularly at award level enable frontline services and ensure safety of public transport and road users. For example Transport Management Commanders are non Senior Executive – are they being targeted?

Answer

I am advised:

Transport for NSW has taken a considered and staged approach to implementing a statewide operating model. In reducing from 10 to 7 divisions and reviewing strategic

accountabilities a key consideration was opportunities for removing duplication and ensuring clear lines of accountability through centralisation. This is complimented with a focus on process and systems improvement, changes to governance and decision making, removing administrative burden and unnecessary bureaucracy resulting in the need to reduce roles across our corporate and support staff.

RRT SUPP 055 - TSSM and Award role titles and grades

(55) Can you provide a list of all TSSM and Award role titles and grades by division/branch that you are proposing to consider for cuts.

Answer

I am advised:

The detailed design phase of Transport's reform has commenced. The reductions required to meet the workforce related savings targets will be identified through this process and consulted on with our people. It is expected the main impacts will be to our corporate and support staff.

RRT SUPP 056 - Frontline services roles

(56) You have said that there be no impact to roles that enable frontline services to continue. How have you defined what roles enable frontline services?

(a) Can you provide a list of roles in the organisation that are considered as roles that support frontline services. What are their position titles, Division, Branch, location and grades?

Answer

I am advised:

Transport aligns to the definition of frontline as determined by the Public Service Commission Position Coding Guidelines available at https://www.psc.nsw.gov.au/assets/psc/documents/Position-Coding-Guidelines-2022_0.pdf.

The types of roles in Transport considered frontline include but not limited to Train Crew, Transport Commander, Road Maintenance Crew, Boating Safety Officer etc

RRT SUPP 057 - Staff reduction

(57) In the same week you announced 950 TSSM and award job reductions you advertised externally for various senior executive role such as Director Compliance and Automated Enforcement, Executive Director Commercial Delivery Services, Technical Director Development. Why would Transport for NSW be recruiting extra senior executives? Are these role part of the approved cohort and why is the no internal talent to fill these roles?

Answer

I am advised:

The TSSE roles being advertised are part of the new statewide operating model are the roles that are approved and determined as part of the new topline branch leadership positions, which have been consulted on.

Any TSSE roles that have been advertised by Transport for NSW have been through the NSW government sector mobility program and align to the TSSE reduction target.

RRT SUPP 058 - External recruitment freeze

(58) Why has Transport for NSW not implemented an external recruitment freeze?

Answer

I am advised:

Transport has implemented workforce management controls which includes recruitment controls as part of Transport's future sustainability and our ongoing savings commitments. We also have individual placement approaches to fill roles in the organisational reform. Our approach to filling roles ensures Transport can identify and place the right people in the right roles with a focus on prioritising the placement of ongoing employees and upholding our commitment to supporting Transport and Sector mobility.

RRT SUPP 059 - Announcement of job losses

(59) Why didn't you advise employees and the unions there would be job losses prior to negotiating the most recent round of Transport award pay increases?

Answer

I am advised:

The management of Awards that apply to Transport employees is not part of the organisational reform.

RRT SUPP 060 - Professional service contractors

- (60) How many professional service contractors does Transport for NSW currently have engaged?
- (a) What is the annual spend on professional service contractors?
 - (b) What is the duration of each of the current professional service contractor engagements?
 - (c) What is their hourly rate for each of these engagements?
 - (d) When will these engagements end?
 - (e) What is the actual role they are performing?
 - (f) Provide a table for each division and each branch for each contract engagement.

Answer

I am advised:

Transport for NSW professional service contractor expenditure is reported as part of 'other contractors and consultants' in the Financial Statements, within volume 1 of the Annual Report.

Transport for NSW releases data relating to consultants and contractors as part of our Annual Report process, and eligible individual engagements are proactively disclosed in volume 2 in accordance with the Government Information (Public Access) Act 2009.

RRT SUPP 061 - Labour hire

- (61) How much labour hire does Transport for NSW currently have engaged?
- (a) What is the annual spend on labour hire?
 - (b) What is the duration of each labour hire currently engaged?
 - (c) What is their individual hourly rate?
 - (d) What is the position title.
 - (e) Provide a table for each division and each branch including position title, grade, duration, function performed

Answer

I am advised:

Transport for NSW labour hire expenditure is reported as part of 'other contractors and consultants' in the Financial Statements, within the Annual Report. The 2024–25 Annual Report will be tabled in Parliament and subsequently published on the Transport website following the completion of the audit process.

RRT SUPP 062 - Labour hire

- (62) Why aren't labour hire being exited out to achieve the required salary savings?

Answer

I am advised:

Transport for NSW has already significantly reduced labour hire and met its election commitment target. It is continuing to review labour hire arrangements to make further reductions where possible. Transport for NSW's workforce related savings is made up of individual targets including:

- TSSE reductions, TSSM and Award reductions
- Better management of overtime, excess annual leave and removing ageing vacancies.
- Reduction in external Labour Hire and Professional Service Contractors.

RRT SUPP 063 - Temporary employees

- (63) How many temporary employees does Transport for NSW currently have?
- (a) Have any temporary employees been made permanent?
- (b) How many have been converted?

Answer

I am advised:

As at 27 Aug 2025, TfNSW has 1,827 temporary employees.
Since 14 July 2023, 791 temporary employees have been made permanent.

RRT SUPP 064 - Temporary role list

- (64) Please provide a table by division of the position title of the temporary role, function of the role, grade, duration and a final date that the temporary arrangement will conclude given the required salary savings target.

Answer

I am advised:

Individual working arrangements or temporary employees and labour hires are often linked to specific projects and dedicated funding sources, such as capex. The ongoing need and end dates of individual roles is being reviewed on a regular basis and as part of Transport for NSW's workforce related savings and the branch detailed design process.

A table is attached: Table A.

RRT SUPP 065 - All temporary employees and labour hire

- (65) Will all temporary employees and labour hire conclude their engagements by 31 December 2025?

Answer

I am advised:

Individual working arrangements or temporary employees and labour hires are often linked to specific projects and dedicated funding sources, such as capex. The ongoing need and end dates of individual roles is being reviewed on a regular basis.

RRT SUPP 066 - Labour hire and temporary employee list

- (66) If not please provide a list by division of the labour hire and temporary employee role title, grade, function and the date of engagement/contract conclusion and date of separation from Transport in order for Transport to reach its salary saving target.

Answer

I am advised:

There has been an ongoing focus on reducing external labour including reducing the overall number of labour hire and PSC. In 2023 there were 1,872 labour hire engaged in

TfNSW and as of July 2025 there were 757 (60% decrease). The work to reduce labour hires continues and we are on track to exceed targeted reductions.

RRT SUPP 067 - Retain Women in Leadership roles

(67) What is Transport for NSW's diversity target to retain Women in Leadership roles?

Answer

I am advised:

Transport for NSW has a target of 40% of Women in Leadership roles by 2028.

RRT SUPP 068 - Women retention

(68) What action is being taken to retain women and other diversity groups when you are cutting jobs?

Answer

I am advised:

Transport remains committed to achieving a workplace that is diverse and inclusive. This includes achieving our specific goal, as outlined in Transport's 2022-2025 Inclusion and Diversity Strategy of having 40% female representation in Senior Leadership roles. As we move through our fill approach to roles, consideration will be given to improving representation in relation to diversity in all its forms, including gender, cultural background, and disability.

Transport offers individualised support to unplaced staff. On a case-by-case basis, additional support will be provided to impacted individuals in diversity groups through mobility case management.

RRT SUPP 069 - Women Transport Service Senior Managers

(1) Many of the roles held by women and other diversity groups are in the Transport Service Senior Managers cohort that is reported as part of your workforce target. How are you going to maintain and exceed workforce targets of women in leadership, person with a disability, Aboriginal & Torres St etc when you are cutting the Transport Service Senior Managers who are at the brunt of these severe cuts?

Answer

I am advised:

Transport remains committed to achieving a workplace that is diverse and inclusive. This includes achieving our specific goal, as outlined in Transport's 2022-2025 Inclusion and Diversity Strategy of having 40% female representation in Senior Leadership roles.

Transport's approach to talent acquisition aims to attract diverse cohorts to every position in the organisation including diverse hiring through several different campaigns for wage and grade positions that are pipeline for future leaders.

As Transport moves through its approach to fill roles, consideration will be given to improving representation in relation to diversity in all its forms, including gender, cultural background, and disability.

Transport offers individualised support to unplaced staff. On a case-by-case basis, additional support will be provided to impacted individuals in diversity groups through mobility case management.

RRT SUPP 070 - Women Senior Executive

(70) Provide the following numbers:

- (a) How many women were in each Senior Executive band – Band 1A, Band 1B etc when the announcement was made to cut Senior Executives in TfNSW?
- (b) How many women are in each Senior Executive band – Band 1A, Band 1B etc today in the approved Senior Executive structure that have been confirmed in their role, noting that ongoing recruitment is still occurring?
- (c) What is the breakdown of the other diversity groups that you report on in Transport for each Senior Executive band – Band 1A, Band 1B etc when the announcement was made to cut Senior Executives in TfNSW?

Answer

I am advised:

- a) This information is available on page 64 of the 2023-24 annual report.
<https://www.transport.nsw.gov.au/system/files/media/documents/2024/tfnsw-annual-report-2023-24-volume-1.pdf>
- b) As at 28 August 2025, TfNSW has a total of 255 female Senior executives; Band 1A (117), Band 1B (95), Band 2A (22), Band2B (17), Band 3 (4).
- c) At the time of the announcement regarding the Senior Executive reductions, TfNSW had an Aboriginal senior leadership representation of 21 and a total of 1.6% of Senior Executives noted a disability with the breakdown as follows: Band1 (1.3%), Band2 (2.5%) and Band3 (5.9%)

RRT SUPP 071 - Selection panels containing only male representatives

- (71) It has been reported to me that some executive interviews have comprised selection panels containing only male representatives. Why is that the case?

Answer

I am advised:

The Transport Recruitment Procedure stipulates the requirements for panel formation which the convenor is required to comply with.

RRT SUPP 072 - Promoted to executive leadership roles

- (72) It has been reported to me that some males have been promoted to executive leadership roles without undergoing a merit selection process. Why is that the case?

Answer

I am advised:

Transport complies with all obligations as set out in the respective legislation, regulation, industrial instruments and/or policy settings for placement of staff.

RRT SUPP 073 - Job reductions

- (73) Separate to the Transport for NSW job reductions, does Sydney Trains also have a target job reduction number?
- (a) What is the job reduction number?
- (b) What is the proportion of jobs to be cut at executive level and those employed on the Sydney Trains Enterprise Bargaining Agreement?

Answer

I am advised:

Sydney Trains is in the process of implementing an organisational re-design to address senior service reductions and broader efficiency goals.

RRT SUPP 074 - Job reductions

(74) If there are planned job reductions at Sydney Trains what is the anticipated impact to front line services?

Answer

I am advised:

Safety and front line services remain the highest priority for Sydney Trains and will not be compromised through its organisational re-design.

RRT SUPP 075 - Active Transport forecast expenditure

(75) For the budget line item Active Transport what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 076 - Active Transport forecast expenditure

(76) For the budget line item Active Transport what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 077 - Active Transport forecast expenditure

(77) For the budget line item Active Transport what is the forecast expenditure for financial year 2027-28?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 078 - Active Transport forecast expenditure

(78) For the budget line item Active Transport what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 079 - Avoca Drive, Central Coast

(79) For the budget line item Avoca Drive, Central Coast what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 080 - Avoca Drive, Central Coast

(80) For the budget line item Avoca Drive, Central Coast what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 081 - Avoca Drive, Central Coast

(81) For the budget line item Avoca Drive, Central Coast what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 082 - Avoca Drive, Central Coast

(82) For the budget line item Avoca Drive, Central Coast what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 083 - Bells Line of Road Upgrade Program

(83) For the budget line item Bells Line of Road Upgrade Program what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 084 - Bells Line of Road Upgrade Program

(84) For the budget line item Bells Line of Road Upgrade Program what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 085 - Bells Line of Road Upgrade Program

(85) For the budget line item Bells Line of Road Upgrade Program what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 086 - Bells Line of Road Upgrade Program

(86) For the budget line item Bells Line of Road Upgrade Program what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 087 - Devonshire Link Road and Bradfield Metro Link Road

(87) For the budget line item Devonshire Link Road and Bradfield Metro Link Road (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 088 - Devonshire Link Road and Bradfield Metro Link Road

(88) For the budget line item Devonshire Link Road and Bradfield Metro Link Road (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 089 - Devonshire Link Road and Bradfield Metro Link Road

(89) For the budget line item Devonshire Link Road and Bradfield Metro Link Road (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 090 - Devonshire Link Road and Bradfield Metro Link Road

(90) For the budget line item Devonshire Link Road and Bradfield Metro Link Road (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 091 - Eastern Ring Road and Badgerys Creek Road South

(91) For the budget line item Eastern Ring Road and Badgerys Creek Road South (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 092 - Eastern Ring Road and Badgerys Creek Road South

(92) For the budget line item Eastern Ring Road and Badgerys Creek Road South (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 093 - Eastern Ring Road and Badgerys Creek Road South

(93) For the budget line item Eastern Ring Road and Badgerys Creek Road South (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 094 - Eastern Ring Road and Badgerys Creek Road South

(94) For the budget line item Eastern Ring Road and Badgerys Creek Road South (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 095 - Fifteenth Avenue Upgrade

(95) For the budget line item Fifteenth Avenue Upgrade what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 096 - Fifteenth Avenue Upgrade

(96) For the budget line item Fifteenth Avenue Upgrade what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 097 - Fifteenth Avenue Upgrade

(97) For the budget line item Fifteenth Avenue Upgrade what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 098 - Fifteenth Avenue Upgrade

(98) For the budget line item Fifteenth Avenue Upgrade what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 099 - Flushcombe Road and Bungarribee Road Intersection

(99) For the budget line item Flushcombe Road and Bungarribee Road Intersection Upgrade (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 100 - Flushcombe Road and Bungarribee Road Intersection

(100) For the budget line item Flushcombe Road and Bungarribee Road Intersection Upgrade (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 101 - Flushcombe Road and Bungarribee Road Intersection

(101) For the budget line item Flushcombe Road and Bungarribee Road Intersection Upgrade (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 102 - Flushcombe Road and Bungarribee Road Intersection

(102) For the budget line item Flushcombe Road and Bungarribee Road Intersection Upgrade (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 103 - Future Fleet Program (Planning)

(103) For the budget line item Future Fleet Program (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 104 - Future Fleet Program (Planning)

(104) For the budget line item Future Fleet Program (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 105 - Future Fleet Program (Planning)

(105) For the budget line item Future Fleet Program (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 106 - Future Fleet Program (Planning)

(106) For the budget line item Future Fleet Program (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 107 - Golden Highway Dubbo to Newcastle Improvement Program

(107) For the budget line item Golden Highway Dubbo to Newcastle Improvement Program (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 108 - Golden Highway Dubbo to Newcastle Improvement Program

(108) For the budget line item Golden Highway Dubbo to Newcastle Improvement Program (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 109 - Golden Highway Dubbo to Newcastle Improvement Program

(109) For the budget line item Golden Highway Dubbo to Newcastle Improvement Program (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 110 - Golden Highway Dubbo to Newcastle Improvement Program

(110) For the budget line item Golden Highway Dubbo to Newcastle Improvement Program (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 111 - Heathcote Road, Infantry Parade to The Avenue

(111) For the budget line item Heathcote Road, Infantry Parade to The Avenue what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 112 - Heathcote Road, Infantry Parade to The Avenue

(112) For the budget line item Heathcote Road, Infantry Parade to The Avenue what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 113 - Heathcote Road, Infantry Parade to The Avenue

(113) For the budget line item Heathcote Road, Infantry Parade to The Avenue what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 114 - Heathcote Road, Infantry Parade to The Avenue

(114) For the budget line item Heathcote Road, Infantry Parade to The Avenue what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 115 - Hill Road Upgrade

(115) For the budget line item Hill Road Upgrade (at Sydney Olympic Park and Lidcombe) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 116 - Hill Road Upgrade

(116) For the budget line item Hill Road Upgrade (at Sydney Olympic Park and Lidcombe) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 117 - Hill Road Upgrade

(117) For the budget line item Hill Road Upgrade (at Sydney Olympic Park and Lidcombe) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 118 - Hill Road Upgrade

(118) For the budget line item Hill Road Upgrade (at Sydney Olympic Park and Lidcombe) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 119 - Hume Highway Corridor Strategy

(119) For the budget line item Hume Highway Corridor Strategy (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 120 - Hume Highway Corridor Strategy

(120) For the budget line item Hume Highway Corridor Strategy (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 121 - Hume Highway Corridor Strategy

(121) For the budget line item Hume Highway Corridor Strategy (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 122 - Hume Highway Corridor Strategy

(122) For the budget line item Hume Highway Corridor Strategy (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 123 - King Georges Road, Stoney Creek Road to Connells Point Road

(123) For the budget line item King Georges Road, Stoney Creek Road to Connells Point Road - Stage 1 and 2A what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 124 - King Georges Road, Stoney Creek Road to Connells Point Road

(124) For the budget line item King Georges Road, Stoney Creek Road to Connells Point Road - Stage 1 and 2A what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 125 - King Georges Road, Stoney Creek Road to Connells Point Road

(125) For the budget line item King Georges Road, Stoney Creek Road to Connells Point Road - Stage 1 and 2A what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 126 - King Georges Road, Stoney Creek Road to Connells Point Road

(126) For the budget line item King Georges Road, Stoney Creek Road to Connells Point Road - Stage 1 and 2A what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement

RRT SUPP 127 - M6 Extension Stage 1 forecast expenditure

(127) For the budget line item M6 Extension Stage 1 what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 128 - M6 Extension Stage 1 forecast expenditure

(128) For the budget line item M6 Extension Stage 1 what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 129 - M6 Extension Stage 1 forecast expenditure

(129) For the budget line item M6 Extension Stage 1 what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 130 - M6 Extension Stage 1 forecast expenditure

(130) For the budget line item M6 Extension Stage 1 what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 131 - Mamre Road Stage 1

(131) For the budget line item Mamre Road Stage 1 - M4 Motorway to Erskine Park Road what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 132 - Mamre Road Stage 1

(132) For the budget line item Mamre Road Stage 1 - M4 Motorway to Erskine Park Road what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 133 - Mamre Road Stage 1

(133) For the budget line item Mamre Road Stage 1 - M4 Motorway to Erskine Park Road what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 134 - Mamre Road Stage 1

(134) For the budget line item Mamre Road Stage 1 - M4 Motorway to Erskine Park Road what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 135 - Maritime Infrastructure Upgrade

(135) For the budget line item Maritime Infrastructure Upgrades what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 136 - Maritime Infrastructure Upgrade

(136) For the budget line item Maritime Infrastructure Upgrades what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 137 - Maritime Infrastructure Upgrade

(137) For the budget line item Maritime Infrastructure Upgrades what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 138 - Maritime Infrastructure Upgrade

(138) For the budget line item Maritime Infrastructure Upgrades what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 139 - Marshalls Creek Bridge

(139) For the budget line item Marshalls Creek Bridge what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 140 - Marshalls Creek Bridge

(140) For the budget line item Marshalls Creek Bridge what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 141 - Marshalls Creek Bridge

(141) For the budget line item Marshalls Creek Bridge what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 142 - Marshalls Creek Bridge

(142) For the budget line item Marshalls Creek Bridge what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 143 - Mount Ousley Safety

(143) For the budget line item Mount Ousley Safety and Reliability Works (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 144 - Mount Ousley Safety

(144) For the budget line item Mount Ousley Safety and Reliability Works (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 145 - Mount Ousley Safety

(145) For the budget line item Mount Ousley Safety and Reliability Works (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 146 - Mount Ousley Safety

(146) For the budget line item Mount Ousley Safety and Reliability Works (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 147 - Nelson Bay Road

(147) For the budget line item Nelson Bay Road - Williamtown to Bobs Farm what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 148 - Nelson Bay Road

(148) For the budget line item Nelson Bay Road - Williamtown to Bobs Farm what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 149 - Nelson Bay Road

(149) For the budget line item Nelson Bay Road - Williamtown to Bobs Farm what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 150 - Nelson Bay Road

(150) For the budget line item Nelson Bay Road - Williamtown to Bobs Farm what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 151 - Buses

(151) For the budget line item New Buses to Cater for NSW Services what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 152 - Buses

(152) For the budget line item New Buses to Cater for NSW Services what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 153 - Buses

(153) For the budget line item New Buses to Cater for NSW Services what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 154 - Buses

(154) For the budget line item New Buses to Cater for NSW Services what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 155 - Singleton Bypass

(155) For the budget line item New England Highway Corridor Singleton Bypass what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 156 - Singleton Bypass

(156) For the budget line item New England Highway Corridor Singleton Bypass what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 157 - Singleton Bypass

(157) For the budget line item New England Highway Corridor Singleton Bypass what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 158 - Singleton Bypass

(158) For the budget line item New England Highway Corridor Singleton Bypass what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 159 - New Richmond Bridge

(159) For the budget line item New Richmond Bridge and Traffic Improvements what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 160 - New Richmond Bridge

(160) For the budget line item New Richmond Bridge and Traffic Improvements what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 161 - New Richmond Bridge

(161) For the budget line item New Richmond Bridge and Traffic Improvements what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 162 - New Richmond Bridge

(162) For the budget line item New Richmond Bridge and Traffic Improvements what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 163 - Newell Highway Corridor

(163) For the budget line item Newell Highway Corridor Upgrade what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 164 - Newell Highway Corridor

(164) For the budget line item Newell Highway Corridor Upgrade what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 165 - Newell Highway Corridor

(165) For the budget line item Newell Highway Corridor Upgrade what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 166 - Newell Highway Corridor

(166) For the budget line item Newell Highway Corridor Upgrade what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 167 - Harrington Road Intersection

(167) For the budget line item Pacific Highway - Harrington Road Intersection Upgrade, Coopernook what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 168 - Harrington Road Intersection

(168) For the budget line item Pacific Highway - Harrington Road Intersection Upgrade, Coopernook what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 169 - Harrington Road Intersection

(169) For the budget line item Pacific Highway - Harrington Road Intersection Upgrade, Coopernook what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 170 - Harrington Road Intersection

(170) For the budget line item Pacific Highway - Harrington Road Intersection Upgrade, Coopernook what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 171 - M1 Motorway extension to Raymond Terrace

(171) For the budget line item Pacific Highway Corridor - M1 to Raymond Terrace and Hexham Straight Widening what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 172 - M1 Motorway extension to Raymond Terrace

(172) For the budget line item Pacific Highway Corridor - M1 to Raymond Terrace and Hexham Straight Widening what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 173 - M1 Motorway extension to Raymond Terrace

(173) For the budget line item Pacific Highway Corridor - M1 to Raymond Terrace and Hexham Straight Widening what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 174 - M1 Motorway extension to Raymond Terrace

(174) For the budget line item Pacific Highway Corridor - M1 to Raymond Terrace and Hexham Straight Widening what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 175 - PLR

(175) For the budget line item Parramatta Light Rail Stage 2 what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 176 - PLR

(176) For the budget line item Parramatta Light Rail Stage 2 what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 177 - PLR

(177) For the budget line item Parramatta Light Rail Stage 2 what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 178 - PLR

(178) For the budget line item Parramatta Light Rail Stage 2 what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 179 - Picton Road

(179) For the budget line item Picton Road Upgrade (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 180 - Picton Road

(180) For the budget line item Picton Road Upgrade (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 181 - Picton Road

(181) For the budget line item Picton Road Upgrade (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 182 - Picton Road

(182) For the budget line item Picton Road Upgrade (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 183 - Pitt Town Bypass

(183) For the budget line item Pitt Town Bypass what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 184 - Pitt Town Bypass

(184) For the budget line item Pitt Town Bypass what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 185 - Pitt Town Bypass

(185) For the budget line item Pitt Town Bypass what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 186 - Pitt Town Bypass

(186) For the budget line item Pitt Town Bypass what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 187 - Rail Service Improvement Program

(187) For the budget line item Rail Service Improvement Program what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 188 - Rail Service Improvement Program

(188) For the budget line item Rail Service Improvement Program what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 189 - Rail Service Improvement Program

(189) For the budget line item Rail Service Improvement Program what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 190 - Rail Service Improvement Program

(190) For the budget line item Rail Service Improvement Program what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 191 - Regional Roads Fund

(191) For the budget line item Regional Roads Fund what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 192 - Regional Roads Fund

(192) For the budget line item Regional Roads Fund what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 193 - Regional Roads Fund

(193) For the budget line item Regional Roads Fund what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 194 - Regional Roads Fund

(194) For the budget line item Regional Roads Fund what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 195 - Richmond Road Corridor Upgrade

(195) For the budget line item Richmond Road Corridor Upgrade (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 196 - Richmond Road Corridor Upgrade

(196) For the budget line item Richmond Road Corridor Upgrade (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 197 - Richmond Road Corridor Upgrade

(197) For the budget line item Richmond Road Corridor Upgrade (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 198 - Richmond Road Corridor Upgrade

(198) For the budget line item Richmond Road Corridor Upgrade (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 199 - Road Safety

(199) For the budget line item Road Safety Investment what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 200 - Road Safety

(200) For the budget line item Road Safety Investment what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 201 - Road Safety

(201) For the budget line item Road Safety Investment what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 202 - Road Safety

(202) For the budget line item Road Safety Investment what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 203 - SAT

(203) For the budget line item Safe, Accessible Transport Program what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 204 - SAT

(204) For the budget line item Safe, Accessible Transport Program what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 205 - SAT

(205) For the budget line item Safe, Accessible Transport Program what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 206 - SAT

(206) For the budget line item Safe, Accessible Transport Program what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 207 - Rail Planning

(207) For the budget line item South West Sydney Rail Planning Business Case what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 208 - Rail Planning

(208) For the budget line item South West Sydney Rail Planning Business Case what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 209 - Rail Planning

(209) For the budget line item South West Sydney Rail Planning Business Case what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 210 - Rail Planning

(210) For the budget line item South West Sydney Rail Planning Business Case what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 211 - Swan Hill Bridge

(211) For the budget line item Swan Hill Bridge Replacement what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 212 - Swan Hill Bridge

(212) For the budget line item Swan Hill Bridge Replacement what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 213 - Swan Hill Bridge

(213) For the budget line item Swan Hill Bridge Replacement what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 214 - Swan Hill Bridge

(214) For the budget line item Swan Hill Bridge Replacement what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 215 - Sydney Metro City and Southwest

(215) For the budget line item Sydney Metro City and Southwest what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 216 - Sydney Metro City and Southwest

(216) For the budget line item Sydney Metro City and Southwest what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 217 - Sydney Metro City and Southwest

(217) For the budget line item Sydney Metro City and Southwest what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 218 - Sydney Metro City and Southwest

(218) For the budget line item Sydney Metro City and Southwest what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 219 - Sydney Metro-Western Sydney Airport

(219) For the budget line item Sydney Metro-Western Sydney Airport what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 220 - Sydney Metro-Western Sydney Airport

(220) For the budget line item Sydney Metro-Western Sydney Airport what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 221 - Sydney Metro-Western Sydney Airport

(221) For the budget line item Sydney Metro-Western Sydney Airport what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 222 - Sydney Metro-Western Sydney Airport

(222) For the budget line item Sydney Metro-Western Sydney Airport what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 223 - Tangara Fleet Life Extension

(223) For the budget line item Tangara Fleet Life Extension what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 224 - Tangara Fleet Life Extension

(224) For the budget line item Tangara Fleet Life Extension what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 225 - Tangara Fleet Life Extension

(225) For the budget line item Tangara Fleet Life Extension what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 226 - Tangara Fleet Life Extension

(226) For the budget line item Tangara Fleet Life Extension what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 227 - M12 Motorway, M7 to The Northern Road

(227) For the budget line item M12 Motorway, M7 to The Northern Road what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 228 - M12 Motorway, M7 to The Northern Road

(228) For the budget line item M12 Motorway, M7 to The Northern Road what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 229 - M12 Motorway, M7 to The Northern Road

(229) For the budget line item M12 Motorway, M7 to The Northern Road what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 230 - M12 Motorway, M7 to The Northern Road

(230) For the budget line item M12 Motorway, M7 to The Northern Road what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 231 - Townson and Burdekin Road Upgrades

(231) For the budget line item Townson and Burdekin Road Upgrades (Planning) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 232 - Townson and Burdekin Road Upgrades

(232) For the budget line item Townson and Burdekin Road Upgrades (Planning) what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 233 - Townson and Burdekin Road Upgrades

(233) For the budget line item Townson and Burdekin Road Upgrades (Planning) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 234 - Townson and Burdekin Road Upgrades

(234) For the budget line item Townson and Burdekin Road Upgrades (Planning) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 235 - Wallerawang Train Station

(235) For the budget line item Wallerawang Train Station Reactivation what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 236 - Wallerawang Train Station

(236) For the budget line item Wallerawang Train Station Reactivation what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 237 - Wallerawang Train Station

(237) For the budget line item Wallerawang Train Station Reactivation what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 238 - Wallerawang Train Station

(238) For the budget line item Wallerawang Train Station Reactivation what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 239 - Waterfall Way Upgrade

(239) For the budget line item Waterfall Way Upgrade what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 240 - Waterfall Way Upgrade

(240) For the budget line item Waterfall Way Upgrade what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 241 - Waterfall Way Upgrade

(241) For the budget line item Waterfall Way Upgrade what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 242 - Waterfall Way Upgrade

(242) For the budget line item Waterfall Way Upgrade what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 243 - Western Sydney Freight Line

(243) For the budget line item Western Sydney Freight Line and Intermodal Terminal (Planning and Development) what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 244 - Western Sydney Freight Line

(244) For the budget line item Western Sydney Freight Line and Intermodal Terminal (Planning and Development) what is the forecast expenditure for financial year 2026-27

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 245 - Western Sydney Freight Line

(245) For the budget line item Western Sydney Freight Line and Intermodal Terminal (Planning and Development) what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 246 - Western Sydney Freight Line

(246) For the budget line item Western Sydney Freight Line and Intermodal Terminal (Planning and Development) what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 247 - Western Sydney International Airport

(247) For the budget line item Western Sydney International Airport Wayfinding what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 248 - Western Sydney International Airport

(248) For the budget line item Western Sydney International Airport Wayfinding what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 249 - Western Sydney International Airport

(249) For the budget line item Western Sydney International Airport Wayfinding what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 250 - Western Sydney International Airport

(250) For the budget line item Western Sydney International Airport Wayfinding what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 251 - Wyong Town Centre

(251) For the budget line item Wyong Town Centre what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 252 - Wyong Town Centre

(252) For the budget line item Wyong Town Centre what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 253 - Wyong Town Centre

(253) For the budget line item Wyong Town Centre what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 254 - Wyong Town Centre

(254) For the budget line item Wyong Town Centre what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 255 - Elizabeth Drive

(255) For the budget line item Elizabeth Drive Upgrades what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 256 - Elizabeth Drive

(256) For the budget line item Elizabeth Drive Upgrades what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 257 - Elizabeth Drive

(257) For the budget line item Elizabeth Drive Upgrades what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 258 - Elizabeth Drive

(258) For the budget line item Elizabeth Drive Upgrades what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 259 - Mulgoa Road Stage 2

(259) For the budget line item Mulgoa Road Stage 2 what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 260 - Mulgoa Road Stage 2

(260) For the budget line item Mulgoa Road Stage 2 what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 261 - Mulgoa Road Stage 2 forecast expenditure

(261) For the budget line item Mulgoa Road Stage 2 what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 262 - Mulgoa Road Stage 2 forecast expenditure

(262) For the budget line item Mulgoa Road Stage 2 what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 263 - Garfield Road East forecast expenditure

(263) For the budget line item Garfield Road East what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 264 - Garfield Road East forecast expenditure

(264) For the budget line item Garfield Road East what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 265 - Garfield Road East forecast expenditure

(265) For the budget line item Garfield Road East what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 266 - Garfield Road East forecast expenditure

(266) For the budget line item Garfield Road East what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 267 - Appin Road Upgrades forecast expenditure

(267) For the budget line item Appin Road Upgrades what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 268 - Appin Road Upgrades forecast expenditure

(268) For the budget line item Appin Road Upgrades what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 269 - Appin Road Upgrades forecast expenditure

(269) For the budget line item Appin Road Upgrades what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 270 - Appin Road Upgrades forecast expenditure

(270) For the budget line item Appin Road Upgrades what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 271 - Western Sydney Long Term Strategic Transport Corridor forecast expenditure

(271) For the budget line item Western Sydney Long Term Strategic Transport Corridor what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 272 - Western Sydney Long Term Strategic Transport Corridor forecast expenditure

(272) For the budget line item Western Sydney Long Term Strategic Transport Corridor what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 273 - Western Sydney Long Term Strategic Transport Corridor forecast expenditure

(273) For the budget line item Western Sydney Long Term Strategic Transport Corridor what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 274 - Western Sydney Long Term Strategic Transport Corridor forecast expenditure

(274) For the budget line item Western Sydney Long Term Strategic Transport Corridor what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 275 - Mulgoa Road Stage 1 forecast expenditure

(275) For the budget line item Mulgoa Road Stage 1 what is the forecast expenditure for financial year 2025-26?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 276 - Mulgoa Road Stage 1 forecast expenditure

(276) For the budget line item Mulgoa Road Stage 1 what is the forecast expenditure for financial year 2026-27?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 277 - Mulgoa Road Stage 1 forecast expenditure

(277) For the budget line item Mulgoa Road Stage 1 what is the forecast expenditure for financial year 2027-2028?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 278 - Mulgoa Road Stage 1 forecast expenditure

(278) For the budget line item Mulgoa Road Stage 1 what is the forecast expenditure for financial year 2028-29?

Answer

I am advised:

Transport for NSW advises that total projected expenditure in 2025-26 and over the four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement.

RRT SUPP 279 - Repairs

(279) You have allocated \$2.3 billion for recurrent expenses for restoration works to repair local and State roads damaged in major floods. How much of this \$2.3 billion is expected to be covered by the Australian government?

(a) Is any of this money earmarked for betterment after repairs have been made?

Answer

I am advised:

Under the Disaster Recovery Funding Arrangements (DRFA) cost-sharing arrangements between the Australian Government and the states/territories, up to 75 per cent of eligible costs of the state can be reclaimed. However, the final figure is dependent on stringent audit and assurance processes, the outcome of which impacts the amount reimbursed to the State from the Australian Government.

RRT SUPP 280 - Golden Highway

(280) Last year's budget papers allocated \$10 million for planning for the Golden Highway improvement program to 27-28. This year's papers indicate \$9.6 million for the same project, still in planning, to 28-29. Have you spent \$400,000 on planning only?

(a) When can we expect planning to be finished and construction to begin?

Answer

I am advised:

Planning for a program of works commenced along the Golden Highway in the 2024/25 financial year. Delivery of projects would be subject to confirmation of delivery funding and relevant approvals. Investigations were also undertaken in developing feasible short-term priorities for the Golden Highway improvement program.

RRT SUPP 281 - Road Safety Investment Program

(281) The 24-25 Budget allocated \$1.1 billion for the Road Safety Investment program to 27-28, this years budget allocates \$1.2 billion to 28-29; going forward, an increase of \$100 million not including what the program has already spent. Can you account from where this increase comes from?

(a) Is it further investment from the State Government, Federal Government, or other sources?

Answer

I am advised:

NSW Government.

RRT SUPP 282 - Road Safety Progress Report

(282) The NSW Road Safety Progress Report for 2024 was tabled in Parliament on 5 August 2025:

(a) When did you first receive this report?

i. In the section pertaining to new government commitments, as a result of the 2024 NSW Road Safety Forum, the following commitments were made. Can you update the committee on their progress;

(1) Scoping 2700 additional mobile speed camera sites

(a) Where have you scoped or will be scoping?

(2) Partnering with 10 regional councils to fast-track the implementation of safer speed limits

(a) Which regional councils?

(3) The new look road safety communications strategy

(a) When will this be released?

(b) How much work has been completed so far?

(4) Reviewing 35 school precincts to improve safety on key routes

(a) Which school precincts?

(5) Supporting safer speeds through better lighting, placemaking and streetscape improvements for areas implementing 40km/h and 30km/h speed zones

(a) Which areas will receive better lighting?

(b) Which areas will receive upgraded placemaking and streetscaping improvements

(b) Looking at the regional road trauma outcomes, which compared 2023 with those fatalities in 2024, there were notable increases across many examples explained in the report.

i. Are there any studies or research projects being conducted to understand why these fatality figures got worse?

(c) Noting the report says: "With most road deaths occurring in regional parts of the State, the NSW Government places a significant emphasis on resources, funding and program delivery to reduce trauma in regional NSW, noting that most programs are delivered Statewide.":

i. Is it time to have separate strategies, one for Metro areas and one for regional areas.

Answer

I am advised:

The NSW Road Safety Progress Report 2024 was recently tabled in the NSW Parliament and outlines progress made on several road safety initiatives, including the selection of 2,700 new Mobile Speed Camera sites, ongoing procurement for the Regional Local Government Speed Partnership, and updates to school zone safety measures. The state will continue delivering targeted safety improvements under a unified Road Safety Action Plan to 2026, ensuring consistent, risk-based interventions across both metropolitan and regional areas.

RRT SUPP 283 - Road Safety Action Plan

(283) This year's Budget media releases announced in two different media releases an investment of \$2.8 billion to deliver on commitments stemming from the 2026 Road Safety Action Plan in partnership with the federal government.

(a) Is this partnership financial?

i. if so, what is the funding split between NSW and the Commonwealth?

(b) The release reads: "This includes the delivery of life-saving road safety infrastructure upgrades such as intersection upgrades, safety barriers, wider medians and road widening..." and then goes on to say: "The Budget also invests in regional road

upgrades, including: \$35 million for Thornton Rail Bridge; \$20 million for motorway ramps at Dapto; \$15 million for the intersection at Yass Rd, Bungendore Rd, and Ellerton Dr in Queanbeyan East.”

- i. Are those three projects included in that \$2.8B allocation?
- (c) What other named funds or projects that the Budget paper list separately that are delivered under this \$2.8 billion allocation?
- (d) What are all projects being covered under the \$2.8 billion allocation?

Answer

I am advised:

The \$2.8 billion road safety investment continues the Government's commitment to the Road Safety Action Plan to fund targeted and proven initiatives to improve road safety in New South Wales. This includes safer country roads and urban places, safer vehicles and safety equipment, enhancing road safety in local communities and ensuring the safety of vulnerable and at-risk road users.

RRT SUPP 284 - Fixing Country Rail

(284) You've allocated \$53.3 million for the Fixing Country Rail Program, \$15 million of which to be spent in financial year 25-26.

- (a) Where is the money being spent across the life of the project?
- (b) What are the expenditure projections for the following financial years
 - i. FY 2026-27?
 - ii. FY 2027-28
 - iii. FY 2028-29
 - iv. FY 2029

Answer

I am advised:

Project	Forecast FY26	Forecast FY27	Forecast FY28
Bi-Di Signalling Upgrade Wallerawang	\$4,753,943	\$8,000,000	\$0
Wumbulgal Siding	\$9,000,000	\$0	\$6,183,893
Coolamon Siding Extension	\$800,000	\$300,000	\$0
Gilgandra to Coonamble TAL Upgrade	\$446,056	\$7,700,000	\$15,594,425
Temora to Calleen TAL Line Upgrade	-	\$0	\$212,999
Total	\$15,000,000	\$16,000,000	\$21,991,317

RRT SUPP 285 - XPT, EXPLORER, Endeavour Trains

(285) \$843.1 million is allocated up to 2028-29 for delivering a modern regional rail fleet to replace the XPT, XPLOER, and Endeavour trains:

- (a) When will this money start being spent?
 - i. If already being spent – how many of these trains have arrived in NSW?
- (b) Referring to the building of these trains:
 - i. Are they being built in NSW

- ii. Are they being built in Australia?
- iii. Are they being assembled in NSW
- iv. Are they being assembled in Australia
- v. Are they being delivered to NSW already built from another state?
- vi. Are they being delivered to NSW already built from another country?

Answer

I am advised:

The \$843.1 million has been allocated to be spent over the next four years to 2028/29 in the 2025/26 Budget Paper No.03 Infrastructure Statement. The new Regional Rail fleet is continuing to arrive, with five trains now in Australia and the sixth on its way, expected to arrive in September 2025.

The new fleet is being built in Spain by Momentum Trains' sub-contractor CAF S.A – (Construcciones y Auxiliar de Ferrocarriles S.A (CAF)) with testing of the new fleet being carried out in Spain as well as in NSW.

The contract for the new fleet requires train completion work to be carried out at the new Mindyarra Maintenance Centre in Dubbo.

Each train will undergo fit-out, preparation, static and dynamic testing, using both the Mindyarra Maintenance Centre and Auburn Heavy Maintenance Centre in NSW, as well as across the rail network prior to safety accreditation and entering service.

RRT SUPP 286 - New Regional Rail Fleet

(286) On 17 April 2025, you announced that \$2 million was going to be invested to investigate the viability of stabling some of the New Regional Rail Fleet in Orange.

- (a) How is this investigation going?
- (b) The release says that the investigations are now underway by Transport for NSW:
 - i. how long will this investigation take?
- (c) The release also states following that investigation, the project would be subject to a feasibility study before design, procurement or construction could begin:
 - i. If a feasibility study must happen after an investigation into its viability has occurred, then what are the people of NSW paying for during the investigation?
 - ii. Why can't the investigation just be a feasibility study?
 - iii. Are there any preliminary expectations or assumptions that you or Transport for NSW have right now about when people in Orange can expect to see the facility built and in operation?
- (d) The release also says that there will be ongoing consultation with rail staff and the service unions:
 - i. what do service unions have to do with building a stabling facility?
 - ii. If the service unions said no, would you really not go ahead and build it?

Answer

I am advised:

(a) Transport for NSW is continuing to assess potential options for a new stabling yard at Orange, with initial work to identify suitable sites beginning in March 2025. Surveying and geotechnical investigations are now complete, and findings are being assessed.

(b) The \$2 million funding includes completion of the concept design, which is now underway and scheduled for completion by mid-2026.

(c) Investigation work will help confirm viable site options and provide the necessary input to inform concept design. The concept design will inform the next steps, including future funding requirements. Timing for construction and operation will depend on these outcomes, as well as the availability of funding and approvals.

(d) Consultation on design, operation and fit for purpose facilities with the combined rail unions is an essential part of any change being considered.

RRT SUPP 287 - NSW Trains

(287) Can the Minister advise the committee on how many staff are employed by NSW Trains as of:

- (a) Today or the most recent date?
- (b) 1 July 2025
- (c) 1 June 2025
- (d) 1 May 2025
- (e) 1 April 2025
- (f) 1 April March
- (g) 1 February 2025
- (h) 1 January 2025

Answer

I am advised:

NSW TrainLink Headcount is subject to variation due to the timing of attrition and new hires.

- (a) 799 (as at 26 August 2025)
- (b) 806
- (c) 806
- (d) 813
- (e) 1 April 2025 – 808
- (f) 1 March 2025 - 809
- (g) 803
- (h) 803

RRT SUPP 288 - NSW Trains Expenses

(288) In the 24-25 Budget agency statement, the papers projected at the time that the budget for NSW Trains expenses would be \$1.4 billion. The revised amount for 24-25 was \$370 million:

- (a) Can you account for this underspend?
- (b) What lead to the decision to limit this years projection to \$431.4 million

Answer

I am advised:

The reduction in NSW Trains Financial Year 2024/25 expenses from \$1.4 billion to \$370 million is largely due to the transfer of Intercity operations from NSW Trains to Sydney Trains, effective from 1 July 2024, resulting in the transfer of Intercity operating costs to Sydney Trains.

As the 2024/25 Budget papers were prepared prior to 1 July 2024, the 2024/25 Budget for NSW Trains reflected its operating structure at that time, which included Intercity services. The 2025/26 Budget of \$431.4 million reflects NSW Trains operations, which no longer include Intercity services.

RRT SUPP 289 - Announcements from Treasurers Speech

(289) The Treasurer made the following announcements during his speech:

- (a) \$731.7 million in 2025–26, for safer school zones, better signage, and thousands of kilometres of new line markings and crash barriers:
- i. What specific locations is the announcement referring to for:
 - (1) Safer school zones
 - (2) Better signage
 - (3) New line markings
 - (4) Crash barriers
 - ii. What is the ratio of metropolitan to regional spending?
 - iii. When can projects that will be included under this announcement commence?
 - (1) Have any commenced?
 - iv. The Budget overview confirms that this will be a joint venture with the Federal government:
 - (1) What is the funding split between the State and the Commonwealth?
 - v. Is there breakdowns of expected expenditure across the safer school zones, better signage, new line markings and crash barriers?
 - (1) How much spent on each?
 - vi. What criteria will you be following to determine which projects under this announcement will be prioritised over others?
 - (1) Will higher-risk school zones be targeted first?
 - (2) Will known areas prone to accidents be targeted first for the crash barriers and line markings?
 - vii. Considering this particular project announcement seems to be about road safety, is any of this funding factored into the Road Safety Investment program?
 - (1) If so, how much?
 - (b) \$206 million worth of upgraded roads between Parkes and the Victorian border - improving safety and reducing delays where inland rail intersects with state roads:
 - i. How many individual projects will this allocation cover?
 - (1) The Plan for Regional NSW say it's for two selected sites; Tichborne and Harris Gates.
 - ii. What stage of the process is this up to?
 - iii. When can locals expect these projects to be finished?
 - iv. This is funded jointly by the NSW and Federal government, what is the funding split?
 - v. Before coming to the conclusion that this project would cost \$206M, were any other sites investigated to be included?
 - (1) If so, why were they not included?
 - (c) \$23.1 million will begin construction to widen the Marshalls Creek Bridge and reduce congestion in Wagga Wagga:
 - i. What stage of the process is this project up to?
 - ii. When can locals expect the project to be finished?
 - (d) \$680.5 million to continue Princes Highway projects, including upgrades to Jervis Bay Road and the Milton-Ulladulla bypass:
 - i. What other projects are planned as part of this funding announcement?
 - ii. How much is allocated individually to the projects you have just named?
 - iii. When will these projects commence construction?
 - iv. What part of the process are they up to?
 - v. What is the split in funding between the Federal and State government on these projects?
 - (e) \$100 million will fund the Westbound Overpass at the Maitland Roundabout
 - i. What stage of the process is this up to?
 - ii. When can locals expect this project to be finished?
 - iii. Is this project funded by the State government, or is the Federal government included as well? What does this split look like?

Answer

I am advised:

NSW road safety infrastructure programs are being delivered through the Towards Zero Safer Roads Program and the jointly funded Australian Government Road Safety Program, with a combined investment of \$437.3 million from 2024/25 to 2026/27.

These programs target high-risk locations across regional and urban areas, with regional NSW receiving the majority of funding due to higher rates of fatal crashes. Key projects include 23 road safety upgrades and three new 40 km/h pedestrian zones, as well as two grade separation interfaces at Tichborne and Harris Gates funded at \$350 million.

Additional upgrades are underway or in planning along the Princes Highway corridor, including the Milton Ulladulla bypass and Jervis Bay Road improvements, with some works already completed and others progressing through environmental assessment and community consultation.

RRT SUPP 290 - Coffs Harbour Bypass

(290) Is the Coffs Harbour bypass project still expected to be open to traffic in late 2026?

Answer

I am advised:

I refer to the response to Supplementary Question 10.

RRT SUPP 291 - Singleton Bypass

(291) Is the Singleton bypass project still expected to be open to traffic in late 2026?

Answer

I am advised:

I refer to the response to Supplementary Question 11.

RRT SUPP 292 - Muswellbrook Bypass

(292) Has the deed been signed yet for the Muswellbrook bypass project?

- (a) Is this project still on track to go to tender in late 2026, with construction to commence the following year?
- (b) Is there any reason the timeline can't be sped up so this project can be delivered sooner?

Answer

I am advised:

A deed will not be signed until a contract is awarded for the design and construction of the Muswellbrook Bypass.

Transport for NSW expects to issue an Expression of Interest to deliver the design and construction of the Muswellbrook Bypass later this year.

The Bypass is still on track to go out to tender by late 2026, however Transport for NSW is focused on bringing timelines forward, where possible. Early works including utility relocations are planned to commence ahead of the main works, with some works commencing during 2025.

RRT SUPP 293 - Medlow Bath Upgrade

(293) Is the Medlow Bath upgrade still on track for completion and access this year?

Answer

I am advised:

I refer to the response to Supplementary Question 15.

RRT SUPP 294 - Mandalong road Upgrade

(294) Is the Mandalong Road upgrade still in the detailed design phase?

(a) How long until this design is completed?

Answer

I am advised:

This information is publicly available on the project website:

<https://www.transport.nsw.gov.au/projects/current-projects/mandalong-road-upgrade-morisset>.

RRT SUPP 295 - Zero Emissions Buses

(295) How will the \$2.1B for the Zero Emissions Buses program be allocated geographically?

(a) How much of the \$2.1B will be spent regionally?

(b) Transport for NSW has said that this program to transition more than 8000 diesel and natural gas buses over to zero emissions technology won't be complete in the Great Sydney region until 2035, outer metropolitan areas until 2040, and regional NSW until 2047. Why will this take such a long time?

(c) Will they be built in NSW?

(d) Will they be assembled in NSW

(e) Will they be delivered to NSW already built?

i. If so, where are they from?

(f) Is there any work that's been done that can show us how much of this \$2.1B will be spent on the purchase of assemblage of the buses themselves, and how much will be spent on upgrading infrastructure at depots for example to accommodate these buses?

Answer

I am advised:

The NSW Government has committed \$2.1 billion over four years to the Zero Emission Bus Program in the 2025-26 Budget. This funding is part of a broader package of transport and infrastructure investments and reflects NSW's push to transition its bus fleet as part of its Net-Zero by 2025 goals. Stage 1 focuses on Greater Sydney.

(a) A \$25 million trial is underway in regional NSW to test how battery electric buses perform in diverse climates and terrains. Trials are taking place in Armidale, Queanbeyan, Deniliquin, Narrabri, Tweed Heads and Newcastle.

(b) Transport for NSW staged the transition to give industry time to prepare and assess/ adopt technology as it matures. Delivering this requires:

- depot conversions and grid / charging upgrades
- phased business cases / trials to main service continuity across more than 8,000 buses.

(c) and (d) Some manufacturers will build or assemble the buses in NSW, while others may come from interstate or overseas. However, the Zero Emission Bus Program is aiming to meet the Zero Emission Bus local manufacturing procurement policy targeting 50% minimum local content by 2027 in Stage 1. Local Content refers to manufacturing in Australia and New Zealand.

(e) NSW uses a bus procurement panel (BP4) that supports supply from both local and international sources. The requirement for the buses is to aim to meet the local content

procurement policy targeting 50% minimum local content by 2027. Local Content is considered Australia and New Zealand.

The buses that have been procured or in the process of being finalised to date are from NSW, Victoria and Queensland based suppliers. Currently, the whole of the bus cannot be procured locally, with a range of components sourced from overseas.

(f) This work is underway. The four year forecast and 2025-26 Capital Budget include Zero Emission Bus Stage 1 Program, existing Bus Contract replacement commitments, Regional Trials and Zero Emission Bus Stage 2 activities.

RRT SUPP 296 - Bus Investment

(296) A media release issued by the Treasurer, Minister for Transport, and yourself, gives a rough outline on a \$452 million investment into buses to build better connected communities – as part of this release, included under ‘regional uplift’ that investment in regional bus services will deliver connections for essential workers, new weekend services, cross-border connectivity, and improved bus services, but no mention of a dollar figure in the media release.

- (a) How much does this 25-26 budget allocate to the regional uplift for buses?
- (b) There is mention of Bus Service Uplift, Box 2.17 on page 2-53. This outlines new funding will be provided. Is this part of the budget the same as the announcement, and if so, what is the value of the new funding?
- (c) What areas will be of focus for providing this uplift?

Answer

I am advised:

- (a) The NSW Government announced in the 2025-26 Budget an additional \$452 million to address rising demand for more bus services across Sydney and regional NSW. This funding aims to increase service frequency, accelerate the deployment of new buses, and help cover the rising costs for local bus operators statewide.

Of the \$452 million, \$150 million is allocated to provide uplift in new bus services across NSW, including in Regional NSW. The extra routes will be supported by a \$26 million spend on new buses to make sure expanded timetables can be delivered. Regional and rural areas are included in this bus uplift funding.

- (b) This is part of the Budget as announced.
- (c) Transport for NSW is currently working through the details of the bus uplift funding and will confirm further details regarding rural and regional areas in due course. Investment in regional bus services is intended to deliver:
 - connections for essential workers and the community with regional health facilities
 - new weekend services in several regional centres supporting the weekend
 - economy and tourism
 - cross-border bus connectivity with Canberra, Queensland and Victoria
 - improved school bus services.

RRT SUPP 297 - Key Project Budget

(297) Not including those projects that your infrastructure statement outlines as significant transport projects, which brings the transport capital program of \$55.6B down to about \$30B, what proportion of this funding will be spent on ‘significant projects’ or ‘key projects’ in regional NSW?

- (a) What projects are covered under this fund? (please list them all)

- (b) How much of the fund will be spent:
- i. FY 2025-26
(1) What is the split of this financial year between metropolitan projects and regional projects?
 - ii. FY 2026-27
(1) What is the split of this financial year between metropolitan projects and regional projects?
 - iii. FY 2027-28
(1) What is the split of this financial year between metropolitan projects and regional projects?
 - iv. FY 2028-29
(1) What is the split of this financial year between metropolitan projects and regional projects?
 - v. FY 2029-30
(1) What is the split of this financial year between metropolitan projects and regional projects?
- (c) What specific criteria or metrics do you use to determine what is classified as a significant project?
- i. What are the parameters used to determine why a project in the city is more significant than a project in the regions?

Answer

I am advised:

- (a) The 2025-26 Budget Paper No.03 Infrastructure Statement (Chapter 2 - Tables 2.18 to 2.21) provides details of key projects and programs (\$40.4 billion over four years), which forms the majority of the \$55.6 billion capital program.

For other projects, refer to 2025-26 Budget Paper No.03 Infrastructure Statement (Chapter 4 pages 4-49 to 4-56 and Chapter 5 pages 5-3 to 5-4).

The 2025-26 Budget Paper No.03 Infrastructure Statement provides location information for the projects and programs.

- (b) The total projected expenditure over four years to 2028-29 can be found in 2025-26 Budget Paper No.03 Infrastructure Statement which provides information on the Government's infrastructure investment program.

- (c) Significant projects typically have larger budget allocations in the forward estimates period, regardless of whether the project is in the city or in the regions.

RRT SUPP 298 - Essential Infrastructure Plan

- (298) The 2024-25 Budget, as part of the Essential Infrastructure Plan, had \$62.9B allocated for transport over four years, whereas as part of the same plan the Budget allocates \$55.6B over for years from 25-26 financial year – is this because \$7.3B was spent in the last financial year under this Essential Infrastructure Plan?

- (a) If not, then surely cuts or reallocations have been made in this budget or something is behind schedule or over budget, can the Minister confirm where this has occurred?

Answer

I am advised:

Transport's capital program size varies according to the forward program and completed projects.

The \$62.9 billion allocation in 2024/25 Budget Paper No.03 Infrastructure Statement refers to budget allocation between 2024/25 and 2027/28.

The \$55.6 billion allocation in 2025/26 Budget Paper No.03 Infrastructure Statement refers to budget allocation between 2025/26 and 2028/29.

The actual expenditure for 2024/25 will be reported through department's annual report.

RRT SUPP 299 - Total Expenditure Per Region

(299) Asking this question because the 25-26 Plan for Regional NSW only really lists the highlights, as it is called in the Plan. The Plan breaks the state into 10 areas, following the Department of Planning, Housing and Infrastructure regions: can you confirm the following:

- (a) In the region called North Coast
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (b) In the region called New England and North West
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (c) In the region called Hunter
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (d) In the region called Central West and Orana
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (e) In the region called Far West
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (f) In the region called Riverina Murray
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (g) In the region called Southeast and Tablelands
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30

- (h) In the region called Illawarra-Shoalhaven
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (i) In the region called Greater Sydney
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30
- (j) In the region called Central Coast
 - i. How much will be spent in FY 2025-26
 - ii. How much will be spent in FY 2026-27
 - iii. How much will be spent in FY 2027-28
 - iv. How much will be spent in FY 2028-29
 - v. How much will be spent in FY 2029-30

Answer

I am advised:

This is a matter for the Treasurer.

RRT SUPP 300 - Regional Roads Fund

- (300) Seeking clarity on the last round of estimates. In a question you took on notice you were asked about the Regional Roads Fund and the process involved in going from an election commitment to funding them out of the \$334 million fund.
- (a) You stated that the process is for it to go to cabinet, so all these applications and business cases were taken to cabinet by you?
 - (b) So, the funding of these projects were still taken to cabinet even after these projects were identified as election commitments?
 - (c) Wouldn't the Minister, the Premier, and the rest of Cabinet, already have known what these projects would cost given that they were election commitments?
 - (d) What came first:
 - i. the individual election commitments and then the idea of the fund, or was the fund created and then candidates and incumbents canvassed their electorates for projects that could be funded from the Fund?
 - (e) When were the individual projects classified as election commitments?
 - i. Before the election campaign began, during, or after you had formed government, and the fund had been created?
 - (f) If the projects were agreed to be election commitments prior to forming government, why was it necessary for it to be taken to cabinet?
 - (g) Who approved the projects?
 - i. If they needed to be approved by Cabinet, then why does the webpage for the fund not reflect that, and instead lists the approval given by you in your capacity as the Minister for Regional Transport and Roads.
 - (h) Who brought up the idea of the Regional Roads Fund?
 - (i) When will the Regional Roads Fund projects be finished?
 - (j) The initial costing of the Fund from the Parliamentary Budget Office said that \$152M of the fund would be spent in 25-26. Do the papers reflect that commitment?
 - (k) In a supplementary question from the last round of estimate, you were asked about what your governments intention was with the \$97M unallocated as of the 1st April 2025.

The response was that the existing amount was critical to ensuring that Transport for NSW can meet existing announced commitments and further invest in regional roads.

- i. Is there still an unallocated amount of money, if so, how much remains unallocated?
 - ii. If it is unallocated, why has your government not been able to allocate it?
 - iii. When you have said 'further invest in regional roads', is this specifically referring to this money being used in the Regional Roads Fund, or being reallocated out of the Fund to something else at the discretion of Transport for NSW?
- (1) If so, where will it be reallocated to?
- (a) You stated that the process is for it to go to cabinet, so all these applications and business cases were taken to cabinet by you?
 - (b) So, the funding of these projects were still taken to cabinet even after these projects were identified as election commitments?
 - (c) Wouldn't the Minister, the Premier, and the rest of Cabinet, already have known what these projects would cost given that they were election commitments?
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- (1) If so, where will it be reallocated to?

Answer

I am advised:

Projects under the \$334 million Regional Roads Fund were formally approved by Cabinet as part of the Government's budget process to deliver on election commitments. Funding is being allocated across multiple financial years, with \$214.5 million committed from 2025/26 to 2028/29 and \$13.5 million remaining for future project identification.

RRT SUPP 301 - NSW Trains Jobs

(301) How many job losses will come as a result of axing NSW trains?

Answer

I am advised:

The Sydney Trains and NSW TrainLink merger is in the early stages of discussions. The aim of the merger is to address any non-operational functions that may be currently duplicated between the two rail agencies.

RRT SUPP 302 - NSW Trains Jobs

(302) Last month Toby Warnes was asked on ABC Newcastle if we 100 jobs will go as a result of axing NSW Trains. His response was "that's still subject to consultation." Can you update us on that consultation?

Answer

I am advised:

I refer to the response to Supplementary Question 301.

RRT SUPP 303 - NSW Trains Jobs

(303) Part of this deal with the Unions includes the NSW taxpayers funding gym memberships for train drivers who are unfit for work for a number of issues including weight. How is this measured? Is this calculated using BMI?

Answer

I am advised:

The Sydney Trains and NSW TrainLink Enterprise Agreement 2025 did not include any entitlement to gym memberships for employees. Employees are required to be fit to perform the inherent requirements of their role. This is assessed periodically for Rail Safety Workers through an independent medical assessment.

RRT SUPP 304 - NSW Trains Jobs

(304) Can you provide us with an update on the trainlink coach network review?

Answer

I am advised:

In early 2025, Transport for NSW completed community consultation on proposed changes to coach routes and timetables across regional NSW through the Have Your Say platform. Participation was encouraged across multiple council areas, including:

- North Coast (Casino, Grafton, Port Macquarie, Ballina, Tweed Heads)
- North West (Armidale, Tamworth, Muswellbrook)
- Western NSW (Dubbo, Nyngan, Cobar, Broken Hill)
- South Region (Young, Wagga Wagga, Cooma, Jindabyne, Bombala).

This wide-reaching consultation shaped key proposed changes like extra weekend services, several new routes, additional stops in town centres, better alignment with rail connections, route efficiencies, and journey time improvements.

The tendering process for the proposed coach changes is currently underway, with changes due to be implemented in mid-2026.

RRT SUPP 305 - NSW Trains Jobs

(305) Can you confirm whether or not no jobs or services will be cut?

Answer

I am advised:

NSW Trains continues to operate services and engages appropriate staff resources to ensure the delivery of high quality passenger services.

RRT SUPP 306 - Jenolan Caves Road “Housing Highway”

(306) Are you aware that the Jenolan Caves Road is the primary freight link transporting structural timber and other housing materials from Oberon and the Central Tablelands to Sydney, and is therefore critical to meeting NSW’s housing targets under the National Housing Accord?

Answer

I am advised:

Transport for NSW is aware that Jenolan Caves Road is a key route connecting Oberon to Sydney, the Blue Mountains and the north and south coasts, as well as being a supply road for freight carriers and tourism to Oberon. It is also acknowledged that Jenolan Caves Road to the Great Western Highway is the most direct route.

RRT SUPP 307 - Jenolan Caves Road “Housing Highway”

(307) If another prolonged closure occurs, will you acknowledge that it will directly impede NSW’s ability to meet its National Housing Accord target of 1.2 million new homes nationally over 5 years

Answer

I am advised:

The prolonged complete closure of Jenolan Caves Road occurs mainly south of Duckmaloi Road, which is not on the direct route from Oberon to Sydney and has limited capacity to carry heavy vehicles.

RRT SUPP 308 - Jenolan Caves Road “Housing Highway”

(308) Is there any other regional freight corridor carrying a higher proportion of critical housing materials that has a lower level of infrastructure resilience?

Answer

I am advised:

NSW has several regions that supply essential housing materials and are vulnerable to weather and other natural events, including landslides, flooding, and bushfires, which can impact their resilience and continuity. While these risks are considered in Transport for NSW’s planning and maintenance activities, the timing, scale, and nature of such disruptions are difficult to predict.

RRT SUPP 309 - Jenolan Caves Road “Housing Highway”

(309) Can you confirm that Jenolan Caves Road remains highly vulnerable to weather events and landslips despite recent repairs?

Answer

I am advised:

Transport for NSW has completed extensive remediation and resilience upgrades following years of damage to Jenolan Caves Road from extreme weather events. The aim of this work is to ensure the road provides access to the remote Jenolan Caves precinct for local traffic and tourism. Jenolan Caves Road passes through challenging terrain, which Transport for NSW considered during remediation works to restore the road.

An interagency executive committee has been established to take a Whole of Government approach to discussing the long-term future of all options for safe and reliable access.

Transport for NSW will continue to monitor the road condition.

RRT SUPP 310 - Jenolan Caves Road “Housing Highway”

(310) Given projected increases in housing demand and timber freight volumes, has Transport for NSW modelled the future freight and resilience needs for this corridor, and if so, what upgrades have been identified as necessary?

Answer

I am advised:

Transport for NSW uses a number of planning tools, including the Strategic Freight Model, to produce long-term freight movement forecasts. The Strategic Freight Model forecasts are by regions, and not road specific and feed into long-term planning, including resilience items, which drives upgrades. The Strategic Freight Model was last updated in June 2025.

Movement of timber products used for construction in NSW is expected to increase from about 9 million tonnes in 2021 to 15 million tonnes in 2061.

RRT SUPP 311 - Jenolan Caves Road “Housing Highway”

(311) If Jenolan Caves Road is closed again, what is the government’s contingency plan to prevent housing material supply delays into Sydney?

Answer

I am advised:

In the event of a similar closure, goods can be diverted via Duckmaloi Road to Oberon, rather than via Hampton and Lowther.

RRT SUPP 312 - Jenolan Caves Road “Housing Highway”

(312) Have you received advice on the economic impact to NSW’s housing construction sector and regional employment should another extended closure occur on Jenolan Caves Road?

(a) What was this advice?

Answer

I am advised:

Transport for NSW has not received advice on the economic impact to NSW’s housing construction sector and regional employment should another extended closure occur on Jenolan Caves Road.

RRT SUPP 313 - Jenolan Caves Road “Housing Highway”

(313) Will you commit to funding a business case and design work for the \$60 million upgrade to Jenolan Caves and Duckmaloi Roads to safeguard this freight route from future disruptions?

Answer

I am advised:

Transport for NSW has no plans to further upgrade Jenolan Caves Road beyond the remediation works. Transport for NSW has no plans to upgrade Duckmaloi Road.

RRT SUPP 314 - Jenolan Caves Road “Housing Highway”

(314) Where does the Jenolan Caves Road rank in Transport for NSW’s freight network investment priorities, given its role in supporting one of the state’s most critical housing material supply chains?

Answer

I am advised:

Key freight routes to improve for overall safety, productivity and efficiency of all freight movements are identified in the Heavy Vehicle Access Policy released in September 2024 (<https://www.transport.nsw.gov.au/operations/freight-hub/heavy-vehicle-access-policy>).

RRT SUPP 315 - Princess Motorway Bottleneck at Dapto and Kanahooka

(315) What planning has commenced to ameliorate congestion spots on the Princes Highway around Kanahooka on the new bypass?

Answer

I am advised:

There is no bypass planned as part of the Dapto south facing ramps project. Planning is under way for additional entry and exit ramps on the M1 Princes Motorway to improve connectivity for motorists in Dapto and the surrounding suburbs.

\$20 million has been committed by the NSW Government to progress planning of the Dapto south facing ramps. In March 2025, \$10 million was committed by the Australian Government. Planning includes strategic modelling of the broader road network to understand how potential ramp locations meet the community's existing and future travel demands. It will also consider what impact ramps may have on the performance of the M1 Princes Motorway.

Work already completed and underway includes initial community consultation, traffic surveys, strategic transport modelling, strategic environmental and Aboriginal heritage studies, a desktop geotechnical study, strategic designs and cost estimates and a review of previous studies.

Other key activities for 2025 include more detailed traffic modelling, further refinement of designs, and further community consultation.

RRT SUPP 316 - Princess Motorway Bottleneck at Dapto and Kanahooka

(316) What planning has been discussed in relation to the on and off ramps at Oak Flats? Kanahooka? Dapto? Berkley?

Answer

I am advised:

I refer to the response to Supplementary Question 315.

There are currently no plans to upgrade the on and off-ramps at Berkeley and Oak Flats.

RRT SUPP 317 - Princess Motorway Bottleneck at Dapto and Kanahooka

(317) How much money has the Government invested into upgrading the bypass?

Answer

I am advised:

There is no bypass planned on the Princes Motorway at Dapto and Kanahooka.

RRT SUPP 318 - Princess Motorway Bottleneck at Dapto and Kanahooka

(318) Do you know which ramps will be upgraded?

(a) What is the timeline for these upgrades?

Answer

I am advised:

Transport for NSW is investigating new, south facing ramps at Dapto to connect to the M1 Princes Motorway at locations, but not limited to Kanahooka, Fowlers and Emerson roads. A timeframe for construction is yet to be confirmed.

RRT SUPP 319 - Princess Motorway Bottleneck at Dapto and Kanahooka

(319) How many accidents resulting in injury or death have happened in this area in the past 12 months?

Answer

I am advised:

In the past 12 months, there were two crashes on the Princes Motorway, between the Emerson Road on the South end and Kanahooka Road on the North end, that resulted in two moderate injuries.

Please note that data for 2024 and 2025 is preliminary and subject to change.

RRT SUPP 320 - Mount Ousley Interchange

(320) How many breakdowns have occurred on Mount Ousley Road in the past 12 months?

Answer

I am advised:

There have been 484 breakdown incidents on Mount Ousley Road in the past 12 months.

RRT SUPP 321 - Mount Ousley Interchange

(321) How many accidents resulting in injury or death have occurred on Mount Ousley in the past 12 months?

Answer

I am advised:

In 2024, there were 15 casualty crashes (crashes resulting in injury or fatality) reported on Mount Ousley Road, resulting in one fatality and 23 injuries. These crashes occurred between the intersections with the Princes Highway at the northern end near Thirroul and the southern end near Fairy Meadow.

In 2025, no fatal crashes have been reported on Mount Ousley Road within these specified start and end points.

Please note: the data for 2024 and 2025 is preliminary and subject to change

RRT SUPP 322 - Mount Ousley Interchange

(322) How much will the new interchange connecting Fairy Meadow and the University of Wollongong cost the State Government?

(a) How much of that has come out of this year's Budget?

(b) Can you provide a cost breakdown per financial year up until 2030?

Answer

I am advised:

The Mount Ousley interchange is a \$390 million project jointly funded by the NSW and Australian governments, including \$312 million from the Australian Government and \$78 million from NSW Government.

On 1 August 2025, the NSW Government invested \$12 million to ensure the delivery of the new Mount Ousley Road shared path bridge.

For information regarding specific financial years, please refer to the NSW Budget

2025-26.

RRT SUPP 323 - Mounte Ousley Interchang

(323) Is the Commonwealth government contributing to the development?
(a) If so, how much?

Answer

I am advised:

I refer to the response to Supplementary Question 322.

RRT SUPP 324 - Mount Ousley Interchange

(324) What environmental approvals were undertaken prior to the destruction of native vegetation to make way for the new interchange?

Answer

I am advised:

A Review of Environmental Factors (REF), including a comprehensive Biodiversity Assessment, was prepared for the project in November 2017. The REF was placed on public display in November and December 2017 for community and stakeholder comment. A Submissions Report was prepared to respond to issues raised and the project was determined in March 2018.

Additionally, two Addendum REFs were prepared for the project, in July 2022 and May 2025. These approval documents are available on the project website at:
<https://www.transport.nsw.gov.au/projects/current-projects/mount-ousley-interchange>

RRT SUPP 325 - Mount Ousley Interchange

(325) How many trees have been destroyed in the process of this construction?

Answer

I am advised:

The need for and extent of vegetation removal was outlined in the project's REF. It assessed impact to about 7.5 hectares of native vegetation, about five hectares of roadside and urban plantings and about one hectare of weed-dominated vegetation; a total of about 13.5 hectares of vegetation to be removed for construction and operation of the project. Vegetation removal for the project was revised in the Addendum REF in 2022 and 2025.

No threatened ecological communities or threatened species are present within the project area.

RRT SUPP 326 - Mount Ousley Interchange

(326) How will the Government mitigate and offset the environmental impact of this project and damage to the wildlife corridor?

Answer

I am advised:

The project's approval documents (REF, Submissions Report, and Addendum REF) describe the environmental Safeguards and Management Measures that will be implemented for the project. Safeguards and Management Measures relating to flora and fauna include:

- Preparation of a Construction Environment Management Plan including a Flora and Fauna Management Plan and Artificial Hollow Strategy
- Minimising native vegetation removal where reasonably practicable during design

- Undertaking works in accordance with TfNSW Biodiversity Management Guideline: Protecting and Managing Biodiversity on Transport for NSW projects (TfNSW, 2024)
- Preparation of an Urban Design Plan including details of landscaping, tree planting, rehabilitation of any affected areas of important native habitat and creek embankments, use of endemic vegetation in these and other areas where habitat values are important, retaining as many mature trees as possible.

Compensatory planting of trees will be carried out for trees lost from vegetation clearing for the proposed modification in residential streets. Biodiversity offsets for the project were secured prior to commencement of main construction, in accordance with RMS Guideline for Biodiversity Offsets (RMS, 2016). Under this guideline, offsets are calculated based on an impact area rather than number of individual trees to be impacted.

Native vegetation unique to the lower Illawarra escarpment and coastal plain will be planted as part of the Urban Design Plan. Planting will occur progressively where staging allows, however landscaping will not be completed until construction is complete.

RRT SUPP 327 - Mounte Ousley Interchange

(327) Has the amount of vegetation removal changed as part of recent design changes?

Answer

I am advised:

The amount of vegetation removal determined in the project's REF was revised in the two project Addendum REFs dated 2022 and 2025. The amount of vegetation assessed for removal has fluctuated slightly, resulting in a 0.04 hectare reduction in clearing of native vegetation, and a 0.64 hectare increase in clearing of roadside and urban plantings and weed dominated vegetation. The final amount of vegetation removed for the project, including any minimisation of impacts, will not be able to be confirmed until construction is complete.

Further vegetation removal will be required for the shared path connection for the pedestrian bridge over Mount Ousley Road. Any impacts to vegetation resulting from the recently announced design variation will be assessed in a future environmental assessment.

RRT SUPP 328 - Mount Ousley Interchange

(328) Minister, I understand that the pedestrian bridge over Mount Ousley Road from Dumfries Avenue was originally going to be discarded. Local Member Ryan Park has confirmed that the pedestrian bridge will now be re-included in the plan, is that correct?

- Was the pedestrian bridge included in the original costings for the project?
- How much of the allocated project cost is dedicated to the pedestrian bridge?
- Minister, is it correct that there was not originally going to be a cycleway included on the pedestrian bridge?
- What is the additional cost of including of the very important cycleway on the bridge?

Answer

I am advised:

The pedestrian bridge is included in the plans and has been funded.

- Yes, in 2017, under the Mount Ousley interchange's initial planning approval included a shared path bridge over Mount Ousley Road in the project scope.

(b) and (d) \$12 million for the Mount Ousley Road shared path bridge.

(c) This is incorrect, a shared path over Mount Ousley Road was included in the initial planning approval.

RRT SUPP 329 - Mount Ousley Interchange

(329) What is the completion date of the Mount Ousley interchange?

Answer

I am advised:

Completion is expected in 2028.

RRT SUPP 330 - Mount Ousley Interchange

(330) Have design changes altered the original completion date?

Answer

I am advised:

The addition of a shared path bridge over Mount Ousley Road is not expected to impact the timeframe for delivery of the Mount Ousley Interchange.

RRT SUPP 331 - Permits

(331) What is the average response time for an oversize/overmass permit?

(a) What is the target/KPI for processing these applications?

Answer

I am advised:

In the 2024/25 financial year, Transport for NSW took an average 7.37 days to process oversize and/or over mass consent requests. The average processing time in the 2025/26 financial year to date has been 7.02 days.

The Heavy Vehicle National Law requires road managers to respond to consent requests (for a permit) within 28 days. Transport for NSW is the delegated road manager in NSW for the State road network.

RRT SUPP 332 - Permits

(332) What changes have been recently made to the application process for oversize/overmass vehicle movement permits issued by Transport for NSW?

Answer

I am advised:

There is a long-standing requirement for operators to consult with Rail Infrastructure Managers regarding access to level crossings.

Due to an estimated high level of non-compliance, Transport for NSW is requesting documented evidence of these approvals.

Despite the condition to consult always being a requirement, Rail Infrastructure Managers in NSW have experienced a significant increase in permit requests.

RRT SUPP 333 - Permits

(333) Why is ARTC involved even when rail lines are not part of the route?

Answer

I am advised:

Rail Infrastructure Managers are consulted on the assets they manage along requested permit routes. These assets are not limited to level crossings and can include other assets such as road bridges over rail lines.

RRT SUPP 334 - Permits

(334) Was ARTC consulted before the decision was made by the Department?

Answer

I am advised:

Yes. The requirement for consultation with impacted third parties has always been a requirement.

RRT SUPP 335 - Permits

(335) Were any stakeholders contacted before this change was made?

Answer

I am advised:

I refer to the response to Supplementary Question 334.

RRT SUPP 336 - Permits

(336) What was the reasoning behind this change?

Answer

I am advised:

A high level non-compliance was estimated, causing risk to public safety.

RRT SUPP 337 - Permits

(337) What additional resources were provided to ARTC to cope with the additional responsibility?

Answer

I am advised:

ARTC has allocated additional resources in the short term to help reduce the backlog of permit applications.

Transport for NSW has offered funding to ARTC for a dedicated resource to:

- process permit applications
- implement process improvements to reduce approval timeframes
- identify opportunities to expand or create new notice networks to eliminate the need for permits
- integrate ARTC assets into the National Heavy Vehicle Regulator's permit portal (known as NHVR Go) and National Network Map to reduce administrative burden.

Transport for NSW is also providing funding to ARTC to develop a revised assessment methodology to streamline the level crossing assessment process for restricted access vehicles.

RRT SUPP 338 - Permits

(338) What impact is that having on the number of applications being processed?

Answer

I am advised:

Requesting evidence of consultation with Rail Infrastructure Managers for oversize and/or over mass permits does not affect Transport for NSW's permit volume.

Transport for NSW has been advised that the number of permits Rail Infrastructure Managers are being requested to review has increased, however, the permit system administered by the National Heavy Vehicle Regulator does not track the volume of permits being reviewed by Rail Infrastructure Managers.

RRT SUPP 339 - Rockview Canola Way Level Crossing

(339) Given the serious safety incidents at the Rockview Canola Way crossing, including the March 2023 train derailment caused by a heavy vehicle not stopping at the passive crossing, why have the funded upgrades to make this crossing active not yet been completed?

Answer

I am advised:

Transport for NSW is aware of the collision between a heavy vehicle and a freight train on 8 March 2023. The damage from this incident caused the train line to be closed for three weeks and the train crew sustained minor injuries.

It is acknowledged a truck roll occurred near the level crossing on Canola Way, Rockview in March 2024. As a result, a speed zone assessment was undertaken and the area reduced to 60 km/h approaching from both directions in May 2024. A signage upgrade was also completed.

In 2024 and again in 2025, Transport carried out enforcement campaigns in the Riverina area targeting level crossings at Old Junee and Marrar including the Canola Way (Rockview) level crossing. During the campaign in March 2025, 35 motorists at four level crossings in the Riverina around Junee and Marrar were issued infringement notices, including 26 level crossing offences and six speeding offences.

RRT SUPP 340 - Rockview Canola Way Level Crossing

(340) What is the current timeline for completing the active upgrade at Rockview Canola Way?

Answer

I am advised:

Transport for NSW identifies level crossing upgrade locations through a priority ranking approach using the Australian Level Crossing Assessment Model (ALCAM), through a review of NSW safety incident data, and consideration of local knowledge from rail and road infrastructure managers and other relevant stakeholders.

RRT SUPP 341 - Rockview Canola Way Level Crossing

(341) What steps is Transport for NSW taking to respond to the Junee Council's representations made on 30 April and 14 July 2025 regarding the urgent need for an active crossing at Rockview?

Answer

I am advised:

Transport for NSW identifies level crossing upgrade locations through a priority ranking approach using the Australian Level Crossing Assessment Model (ALCAM), through a review of NSW safety incident data, and consideration of local knowledge from rail and road infrastructure managers and other relevant stakeholders.

Transport for NSW recently announced \$1.17 million in grants for regional local councils to upgrade roads at public level crossings through the new Regional Council Minor Works

Program in 2025/26. This program will help local councils carry out minor, low-cost engineering work and safety improvements on local and regional road approaches to level crossings. This aims to reduce the risk of crashes and enhance the overall safety of regional level crossings. The local council did not submit applications for the Canola Way Old Junee level crossing.

RRT SUPP 342 - Goldenfields Way Level Crossing

(342) Can the Minister provide an update on the progress of the Goldenfields Way level crossing upgrade under the Australian Government's Regional Level Crossing Upgrade Fund?

Answer

I am advised:

The NSW and Federal Governments will jointly fund a major upgrade at the Goldfields Way, Old Junee level crossing as part of the combined NSW Level Crossing Improvement Program and the Australian Government's Regional Level Crossing Upgrade Fund from 2023/24 to 2026/27.

The upgrade will include the installation of retro-reflective boom gates, audible warning devices, updated signage and LED flashing lights increasing the visibility of crossing on both sides of the roadway in response to approaching trains.

RRT SUPP 343 - Goldenfields Way Level Crossing

(343) How is Transport for NSW prioritising funding allocations between different regional crossings, such as Goldenfields Way and Rockview Canola Way?

Answer

I am advised:

Transport for NSW identifies level crossing upgrade locations through a priority ranking approach using the Australian Level Crossing Assessment Model (ALCAM), through a review of NSW safety incident data, and consideration of local knowledge from rail and road infrastructure managers and other relevant stakeholders.

RRT SUPP 344 - Old Sydney Road, Illabo

(344) The Old Sydney Road crossing is proposed to remain passive following an ALCAM assessment and ONRSR review. Given community concerns, how does Transport for NSW ensure that this assessment adequately reflects on-the-ground risks, especially in light of recent incidents at similar passive crossings?

Answer

I am advised:

Inland Rail Pty Ltd has proposed that the Old Sydney Road level crossing be passively controlled using signage, following a risk assessment conducted under the Australian Level Crossing Assessment Model (ALCAM). Passive controls are considered suitable where sight and geometric standards are met, and vehicle volumes are low.

Transport for NSW supports the use of the ALCAM, noting its comprehensive methodology, national application, and oversight by a multi-jurisdictional committee that includes NSW representation.

RRT SUPP 345 - Old Sydney Road, Illabo

(345) Is there any consideration or mechanism to revisit the classification of passive crossings if new safety concerns emerge post-assessment?

Answer

I am advised:

If new safety concerns emerge at passive crossings, Transport for NSW can reassess them through ongoing monitoring, stakeholder feedback and collaboration with regulatory bodies.

RRT SUPP 346 - Funding and Programs

(346) Has Junee Shire Council applied for funding under the Level Crossing Improvement Program – Regional Council Minor Works (LCIP-RCMW)? If so, what projects are currently approved or planned?

Answer

I am advised:

Junee Shire Council did not apply for funding under the Level Crossing Improvement Program – Regional Council Minor Works (LCIP-RCMW).

RRT SUPP 347 - Funding and Programs

(347) Can the Minister clarify what election commitments were made by the current Government regarding upgrades to regional level crossings, particularly in areas like Junee with documented safety risks?

Answer

I am advised:

As Transport for NSW identifies level crossing upgrade locations through a priority ranking approach using the Australian Level Crossing Assessment Model (ALCAM), through a review of NSW safety incident data, and consideration of local knowledge from rail and road infrastructure managers and other relevant stakeholders, and there were a number of outstanding level crossing commitments that had been promised by the former Liberals and Nationals Government, no new election commitments were made to upgrade specific regional level crossings. Since elected to Government in 2023, we have worked to escalate progress on level crossing safety upgrades, including through the Australian Government's Regional Level Crossing Upgrade Fund (RLCUF) and the NSW Government's Level Crossing Improvement Program.

Transport for NSW is trialling a number of low-cost new technologies at NSW level crossings, to complement existing safety treatments and programs. The trials will evaluate the effectiveness of the technologies in reducing the risk of level crossing crashes and near hits. If the trials prove successful and the technologies are approved by the relevant rail and or road managers, Transport for NSW may consider rolling out the technologies to other suitable locations on the network.

RRT SUPP 348 - Funding and Programs

(348) How much of the \$7.3 million annual LCIP budget and the \$1.17 million allocated for regional minor works was spent in Junee and surrounding local government areas in the past financial year?

Answer

I am advised:

Since 2002, the Level Crossing Strategy Council has published a yearly report on Transport for NSW's website detailing initiatives delivered by Transport's Level Crossing Improvement Program and member agencies. The report measures and reports on progress.

RRT SUPP 349 - Innovative Safety Technologies

(349) With trials underway for innovative level crossing safety technologies in regional NSW (e.g., Quirindi trial), are there plans to trial or implement similar technologies at Junee's high-risk crossings?

Answer

I am advised:

In NSW, the Australian Level Crossing Assessment Model (ALCAM) was used to identify a list of trial sites for consideration. Sites around Junee were not identified in this short-listing process. Transport for NSW is trialling a number of low-cost new technologies at NSW level crossings, to complement existing safety treatments and programs. The trials will evaluate the effectiveness of the technologies in reducing the risk of level crossing crashes and near hits. If the trials prove successful and the technologies are approved by the relevant rail and or road managers, Transport for NSW may consider rolling out the technologies to other suitable locations on the network.

RRT SUPP 350 - Innovative Safety Technologies

(350) How is Transport for NSW integrating new technology and community feedback to prioritise safety upgrades in regional areas like Junee?

Answer

I am advised:

Transport for NSW prioritises safety upgrades in regional areas like Junee by using a data-driven approach that combines the Australian Level Crossing Assessment Model (ALCAM), safety incident data, and local community input through stakeholder engagement. Community feedback is incorporated via Safety Interface Agreements with local councils, while new technologies are currently being trialled but are not yet approved for widespread use.

Please also refer to Supplementary Question 349.

RRT SUPP 351 - Safety and Community Engagement

(351) What ongoing engagement does Transport for NSW have with Junee Shire Council and the local community to address their expressed preference for all 'active' crossings rather than passive?

Answer

I am advised:

Junee Shire Council, as the local road manager, has an obligation under the Rail Safety National Law to have in place a Safety Interface Agreement with their respective Rail Infrastructure Manager to manage interface risks at level crossings. The development of the Agreement provides an opportunity for local road managers to seek feedback from key stakeholders and community. The Rail Infrastructure Manager and local road manager are encouraged to work together in assessing level crossing risks and priorities for upgrades e.g. passive to active controls.

Transport for NSW is aware that Junee Shire Council has directly engaged with the Australian Government's Inland Rail Project Pty Ltd through the Inland Rail Illabo to Stockinbingal Project Community Consultative Committee, where Council has raised its preference for active level crossings. Transport for NSW recommends that Council continues its direct engagement with Inland Rail Pty Ltd, as this is an Australian Government project.

RRT SUPP 352 - Safety and Community Engagement

(352) How is the Government ensuring transparent communication and timely responses to council representations regarding urgent safety concerns?

Answer

I am advised:

Transport for NSW engages with Councils on a regular basis via several channels, providing Councils with formal and informal opportunities to raise any issues or safety concerns. This engagement provides an open line of communication for concerns to be raised on an ad-hoc basis.

The Transport Management Centre works closely with other government agencies and service providers to maximise the safety and efficiency of the NSW road network. A road incident or hazard can be lodged by calling 131 700. Customers can contact the Department through a variety of channels, including writing to the Ministers.

Transport for NSW ensures it has consistency in how it manages feedback and complaints, gathers and analyses the information and uses it for continuous improvement. Transport for NSW manages complaints and feedback in line with its Customer Complaints and Feedback Policy which can be found at:

<https://www.transport.nsw.gov.au/system/files/media/documents/2022/customer-complaints-and-feedback-policy-tfnsw.pdf>

RRT SUPP 353 - Long-term Vision and Targets

(353) What specific milestones or targets has Transport for NSW set for eliminating passive crossings in regional areas like Junee to support the Government's vision of zero road trauma by 2050?

Answer

I am advised:

Transport for NSW acknowledges the safety benefits of active traffic controls, especially boom gates and flashing lights in reducing the risk of crashes at level crossings. However, it is not feasible to have boom gates and flashing lights installed at all NSW level crossings in the foreseeable future due to funding constraints.

It is estimated that installing boom gates and flashing lights at all existing passive level crossings would require several billion dollars and many decades to complete. Therefore, Transport for NSW is focusing on prioritising upgrades at our highest risk level crossings that require safety improvements.

In addition to infrastructure upgrades, Transport for NSW also undertakes level crossing education and enforcement campaigns, trials of new technologies, data collection and policy and strategy development. Through this holistic safe system approach, Transport for NSW aims to further improve the safety of level crossings and ultimately create a safe and efficient transport system in NSW working towards zero trauma.

RRT SUPP 354 - Long-term Vision and Targets

(354) How will the Government measure and publicly report progress towards these goals, particularly for historically unsafe crossings in regional NSW?

Answer

I am advised:

Since 2002, the Level Crossing Strategy Council has published a yearly report on Transport for NSW's website detailing initiatives delivered by Transport's Level Crossing Improvement Program and member agencies. The report measures and reports on

progress towards level crossing safety goals in NSW and is publicly available at:
<https://www.transport.nsw.gov.au/projects/programs/level-crossing-safety/level-crossing-strategy-council>

Additionally, Transport for NSW provides media releases on progress towards level crossing safety goals where appropriate.

RRT SUPP 355 - Completion of Harris Gates Grade Separation Project at Illaboo

(355) What is the current estimated timeframe for completing the scoping and planning activities for this project?

Answer

I am advised:

The current estimated timeline for completing the scoping and planning activities is 2027.

RRT SUPP 356 - Completion of Harris Gates Grade Separation Project at Illaboo

(356) Has a preliminary timeline been developed for the commencement of construction, even if indicative? If not, why?

Answer

I am advised:

The preliminary timeline for construction is 2028, however this is subject to finalisation of the development and the chosen delivery strategy. The specific delivery strategy is still to be determined.

RRT SUPP 357 - Completion of Harris Gates Grade Separation Project at Illaboo

(357) Has any funding been allocated in this financial year or across the forward estimates for the scoping, planning, or delivery stages of the project?

Answer

I am advised:

The 2024/25 NSW State Budget confirmed \$70 million in funding to complement the Australian Government \$280 million commitment on an 80:20 split.

This contribution is part of a broader \$450 million commitment in the 2024/25 Federal Budget for grade separating road interfaces projects across NSW.

RRT SUPP 358 - Completion of Harris Gates Grade Separation Project at Illaboo

(358) What resources (staffing, consultancy, technical support) have been assigned to the project to date, and what is the projected cost of these inputs?

Answer

I am advised:

The project will be delivered using a combination of Transport for NSW staffing and consultancy services. The projected cost is within the allocated project budget.

RRT SUPP 359 - Completion of Harris Gates Grade Separation Project at Illaboo

(359) What stakeholder groups are being consulted in the planning phase, and what has been the estimated cost of this engagement so far?

Answer

I am advised:

Transport for NSW is consulting with Local Aboriginal Land Council groups, other Aboriginal groups, selected property owners, and the Junee and Parkes Shire Councils for the concept phase. Further consultation will occur as concept design progresses. Engagement costs are within the allocated project budget.

RRT SUPP 360 - Completion of Harris Gates Grade Separation Project at Illaboo

(360) Has Transport for NSW undertaken any cost-benefit analysis or preliminary business case work, and if so, what are the indicative cost estimates for project delivery?

Answer

I am advised:

Transport for NSW has completed a strategic business case for a program that includes the Harris Gates project. The cost-benefit analysis and project delivery cost will be part of its final business case. A budget of \$350 million has been allocated for the Harris Gates and Tichborne projects.

RRT SUPP 361 - Completion of Harris Gates Grade Separation Project at Illaboo

(361) What contingencies are being factored into the budget and timeline, given that development progress and resource availability will determine the overall schedule?

Answer

I am advised:

The Harris Gates project is in the early development phase, which includes the concept design, cost estimates, risk assessment, and delivery strategy. Contingencies will be determined once this work is complete.

RRT SUPP 362 - Completion of Harris Gates Grade Separation Project at Illaboo

(362) How is Transport for NSW managing the financial risk of potential delays in project commencement?

Answer

I am advised:

Transport for NSW has well established project governance, management and risk practices to manage the project's financial and time risks. The project will be managed using these established practices.

RRT SUPP 363 - Completion of Harris Gates Grade Separation Project at Illaboo

(363) Will the outcomes of the scoping and planning phase, including cost estimates and delivery options, be made public? If so, when?

Answer

I am advised:

The outcomes of the scoping and planning phases will be included in the Review of Environmental Factors, which is part of the planning approval consultation. Consultation is planned for 2026.

RRT SUPP 364 - Average Speed Cameras

(364) What are the locations of the average speed camera trial for light?

- (a) When were they switched on?
- (b) How long was the warning period?
- (c) How many warning letters were issued in that two month period?
- (d) Were NSW Police directed to downgrade their patrols or speed traps in these two areas?
- (e) How many speeding tickets have been issued since 1 July 2025?

- i. What is the total revenue from these tickets?
 1. Have you got a breakdown of how this revenue was spent?

Answer

I am advised:

The locations for the trial were Pacific Highway between Kew and Lake Innes (Port Macquarie) – 15 kilometres between cameras and Hume Highway between Coolac and Gundagai Pacific Highway between Kew and Lake Innes (Port Macquarie) – 16 kilometres between cameras.

(a) The Average Speed Cameras at Pacific Highway between Kew and Lake Innes (Port Macquarie) for heavy vehicles was installed in 2012 and the Average Speed Cameras at Pacific Highway between Kew and Lake Innes (Port Macquarie) for heavy vehicles was installed in 2011.

The Average Speed Cameras that are part of the trial commenced issuing warning letters to light vehicles caught speeding from 1 May 2025 and commenced enforcement of light vehicles caught speeding from 1 July 2025.

(b) The warning period for light vehicle was two months (1 May 2025 to 30 June 2025). During this time light vehicle drivers caught speeding at 30 kilometres or less over the speed limit were sent a warning letter to encourage them to change their behaviour. Light vehicle drivers caught speeding at more than 30km/h over the speed limit received fines and demerit points as usual with no warning letter.

(c) 6,323 warning letters were issued during 1 May 2025 to 30 June 2025.

(d) No. It is not intended that average speed enforcement replaces police enforcement on average speed enforcement lengths. Police enforce a wide range of offences, including speeding, and for the safety of road users it is necessary that this enforcement continues in average speed enforcement lengths. Speeding infringements and suspensions issued by police will continue to apply regardless of whether the driver also receives a speeding infringement from the average speed enforcement camera.

(e) 2,244 fines were issued to light vehicles caught speeding at the two Average Speed Camera trial locations in July 2025. Data is not yet available for August 2025.

i. The face value of the fines issued to light vehicles caught speeding at the Average Speed Camera trial locations from 1 July 2025 to 31 July 2025 was \$681,467 as at 1 August 2025. Please note, data may change retrospectively as matters progress through the fines lifecycle. Penalty notices issued to Companies will be five times the amount applicable to an individual. Once the driver responsible is nominated within the specified timeframe, a notice will be issued in their name and the amount will reduce to the applicable amount for an individual.

1. All fine revenue from enforcement cameras goes to the Community Road Safety Fund to support priority road safety programs. The Annual Road Safety Progress Reports outline how money from the Community Road Safety Fund is spent each financial year and is publicly available on the Transport for NSW website.

RRT SUPP 365 - Average Speed Cameras

(365) You have multiple average speed camera sites in metropolitan Sydney, are you planning on expanding the trial to Sydney motorways?

(a) Are you unfairly targeting country drivers to pay for city tolling discounts?

(b) If you expand the trial, will that revenue be used for road safety upgrades?

Answer

I am advised:

(a) The two trial locations were selected based on a number of factors, including being regional locations, known crash history and ability to make the technical changes required to enforce light vehicles for the trial. Approximately two-thirds of road fatalities occur in regional areas, despite regional residents making up only about one-third of the state's population. This means regional road users are disproportionately represented in fatal crash statistics compared to their population size.

(b) All fine revenue from enforcement cameras goes to the Community Road Safety Fund to support priority road safety programs. The Annual Road Safety Progress Reports outline how money from the Community Road Safety Fund is spent each financial year and is publicly available on the Transport for NSW website.

RRT SUPP 366 - Automation of pedestrian crossings in Sydney

(366) In 2023, automated pedestrian crossings ran from 6am to 10pm in the Sydney CBD and from 7am to 7pm in inner Sydney areas. Are automated pedestrian crossings still in place?

Answer

I am advised:

The automated pedestrian crossings in the Sydney CBD operate every day from 6am to 10pm. Other areas operate automated crossings at different times depending on peak pedestrian periods.

RRT SUPP 367 - Automation of pedestrian crossings in Sydney

(367) How is it determined to establish automation of pedestrian crossings?

Answer

I am advised:

If a pedestrian crossing is used more than 85 per cent of the time over a long stretch of the day, Transport for NSW will investigate whether it makes sense to automate it. In most cases, automation is rolled out across a whole precinct or corridor, not just at one set of lights.

RRT SUPP 368 - Automation of pedestrian crossings in Sydney

(368) Are there any plans to expand the automation of pedestrian crossings into areas beyond the inner city to busy pedestrian areas in the City of Sydney and Inner West Council areas?

Answer

I am advised:

Transport for NSW is happy to receive suggestions from Councils for investigation. If a pedestrian crossing is used more than 85 per cent of the time over a long stretch of the day, Transport for NSW will investigate whether it makes sense to automate it. In most cases, automation is rolled out across a whole precinct or corridor, not just at one set of lights.

RRT SUPP 369 - Clearways on King Street and Parramatta Road

(369) How many recorded road incidents have occurred along King Street during operational clearways since their implementation in 2017?

Answer

I am advised:

Between 1 January 2017 and 29 August 2025, a total of 2,235 unplanned incidents were recorded during clearway hours on King Street.

RRT SUPP 370 - Clearways on King Street and Parramatta Road

(370) How many recorded road incidents have occurred along Parramatta Road during operational clearways since their implementation in 2017?

Answer

I am advised:

Between 1 January 2017 and 29 August 2025, a total of 7,515 unplanned incidents were recorded on Parramatta Road during clearway hours.

RRT SUPP 371 - Clearways on King Street and Parramatta Road

(371) Are there any active plans to expand or remove clearways along King Street and Parramatta Road?

Answer

I am advised:

No, there are no current plans.

RRT SUPP 372 - Clearways on King Street and Parramatta Road

(372) Has any investigation been initiated into the economic consequences of these clearways for local business along King Street and Parramatta Road?

Answer

I am advised:

Transport for NSW has not investigated the economic impact of clearway operations on these corridors.

RRT SUPP 373 - Clearways on King Street and Parramatta Road

(373) How many pedestrians and/or cyclists were injured on King Street and Parramatta Road from December 1st 2018 to the 1st of July 2025?

Answer

I am advised:

Between 1 December 2018 to 1 July 2025, there have been 75 casualty crashes involving pedal cyclists and/or pedestrians on Parramatta Road, between the intersection of Great Western Highway with Church Street (Parramatta) on one end and the intersection of Great Western Highway with Broadway and City Road junction on the other end. These crashes resulted in 79 casualties (fatalities and injuries) of pedal cyclists and/or pedestrians.

Between 1 December 2018 to 1 July 2025, there have been 53 casualty crashes involving pedal cyclists and/or pedestrians on King Street, between the intersection of King Street (Princes Highway) with Broadway and City Road junction on one end, and the intersection of King Street (Princes Highway) with May Street (St Peters suburb) on the other end. These crashes resulted in 54 casualties (fatalities and injuries) of pedal cyclists and/or pedestrians.

Please note: data for 2024 and 2025 is preliminary and subject to change.

RRT SUPP 374 - Crossing guards

(374) How many crossing guards were employed for school crossings:

(a) In the Newtown electorate in:

- i. FY2022-23;
- ii. FY2023–24; and
- iii. FY2024-25?

(b) In the Heffron electorate in:

- i. FY2022-23;
- ii. FY2023–24; and
- iii. FY2024-25?

(c) In the Sydney electorate in:

- i. FY2022-23;
- ii. FY2023–24; and
- iii. FY2024-25?

(d) In the Summer Hill electorate in:

- i. Sub-question one
- ii. Sub-question two
- iii. Further multi-level list

Answer

I am advised:

The School Crossing Program does not hold information on school crossing supervisors employed during financial years by electorate. However, Transport for NSW can provide the number of crossings that were in operation during those years. An operational crossing is defined as one where a Part-Time School Crossing Supervisor was assigned.

Newtown Electorate - Three crossings

Two crossings before 2017 (records kept since 2017).

One crossing opened in October 2019.

Heffron Electorate - Eight crossings

Four crossings before 2017.

One crossing opened in December 2019.

One crossing opened in March 2021.

One crossing opened in December 2022.

One crossing opened in April 2025.

Sydney Electorate - Seven Crossings

Two crossings before 2017.

Three crossings opened in 2022 (March, October and November).

Two crossings opened in May 2025.

Summer Hill Electorate – 15 Crossings

Six crossings before 2017.

Two crossing on opened in October and December 2019.

Three crossings opened in July and October 2020.

One crossing opened in March 2022.

Two crossings on opened in March and October 2023.

One crossing opened in June 2024.

RRT SUPP 375 - Crossing guards

(375) At 22 August, 2025, what is the number of crossing guards employed in New South Wales?

(a) Of this:

- i. What is the total number currently employed within the Newtown electorate?

- ii. What is the breakdown of guards by school?
 iii. How does this compare to other electorates (Heffron, Sydney, Summer Hil

Answer

I am advised:

As at 22 August 2025, there are 1,514 part time and 227 casual School Crossing Supervisors. Please find below the breakdown:

Newtown – three School Crossing Supervisors
 Camdenville Public School – One crossing supervisor
 Stanmore Public School - Two crossings – Two crossing supervisors

Heffron – seven School Crossing Supervisors
 Kensington Public School – One crossing supervisor
 Eastlakes Public School – One crossing supervisor
 Our Lady of the Rosary Primary School – One crossing supervisor
 Mascot Public School – One crossing supervisor
 St Therese Catholic Primary School – One crossing supervisor
 Tempe Public School – Two crossing – One crossing supervisor filled, one crossing supervisor currently vacant

Sydney – seven School Crossing Supervisors
 St Catherine's School – One crossing supervisor
 Darlington Public School – One crossing supervisor
 Moriah College – One crossing supervisor
 Paddington Public School – One crossing supervisor
 Glenmore Road Public School – One crossing supervisor
 Ultimo Public School – One crossing supervisor
 Alexandria Park Community School – One crossing supervisor

Summer Hill - 14 School Crossing Supervisors
 Wilkins Public School – One crossing supervisor
 St Vincent's Primary School – One crossing supervisor
 Haberfield Public School – One crossing supervisor
 St Joan of Arc School – One crossing supervisor
 Petersham Public School – One crossing supervisor
 Summer Hill Public School – Two crossings – Two crossing supervisors
 Casimir Catholic Primary School – currently vacant
 Marrickville West Public School – One crossing supervisor
 Ferncourt Public School – One crossing supervisor
 Trinity Grammer School – Summer Hill – Two crossings – Two crossing supervisors
 Lewisham Public School – One crossing supervisors
 Dobroyd Point Public School – One crossing supervisors
 St Maroun's College – One crossing supervisors

RRT SUPP 376 - Unattended vehicles

- (376) In each of the past five financial years, what is the number of recorded incidents in which unattended vehicles have obstructed a driveway in the:
 (a) City of Sydney LGA?
 (b) Inner West LGA?

Answer

I am advised:

Transport for NSW would only remove parked vehicles that are obstructing a clearway, transit lane, or bus lane.

RRT SUPP 377 - Unattended vehicles

(377) What requirements must be met in order for a local council or the NSW Police to tow a vehicle that is obstructing a vehicle?

Answer

I am advised:

There are a number of provisions under Road Transport legislation that provide for the removal of a motor vehicle from a road or road related area by NSW Police or Council Officers. However, these provisions are appropriately limited to removing vehicles that are causing a danger or an obstruction to traffic in prescribed places such as bus lanes, clearways, T-Ways, transit lanes, and freeways.

Similarly, section 5 of the Road Obstructions (Special Provisions) Act 1979 allows for the removal of a motor vehicle obstructing a public road by Police or an authorised officer.

For matters of unattended property under the Public Spaces (Unattended Property) Act 2001, the Act is administered by the Minister for Local Government and the question should be referred to the Minister for Local Government.

RRT SUPP 378 - Boating infrastructure community grant

(378) Ferry Wharf Upgrades - More than \$6 million has been allocated to ferry wharf upgrades. Do private ferry operators contribute towards the cost of maintaining this infrastructure, and if so, what is the contribution amount?

Answer

I am advised:

No. Private ferry operators are not required to contribute to the upkeep of wharves.

RRT SUPP 379 - Boating infrastructure community grant

(379) Where is the revenue from commercial licences deposited, and why is it not directed to the Waterways account?

Answer

I am advised:

There is no revenue associated with commercial licences.

RRT SUPP 380 - Boating infrastructure community grant

(380) If ferry operators do contribute to infrastructure costs, where is that revenue deposited?

Answer

I am advised:

Private ferry operators are not required to contribute to the upkeep of wharves.

RRT SUPP 381 - Passive Boating Allocation

(381) \$2.2 million has been allocated to passive boating projects, with Ballina Council contributing \$1.1 million. Could concept drawings or project sketches be provided for these works

Answer

I am advised:

Transport for NSW advises that further information on the application guidelines is available at <https://www.transport.nsw.gov.au/projects/current-projects/boating-infrastructure-and-dredging-scheme>.

While concept drawings or project sketches for the passive boating projects are provided to Transport as part of the application process, they cannot be provided due to intellectual property considerations and the preliminary nature of the design work.

RRT SUPP 382 - Passive Boating Allocation

(382) Will councils charge for storage of passive craft (e.g. dragon boats, kayaks)?

Answer

I am advised:

This is a matter for Crown Lands and Councils as landowners.

RRT SUPP 383 - Passive Boating Allocation

(383) Why are recreational boaters' revenues being used to support activities such as dragon boating, rowing, sailing, and paddle craft—activities that are defined as sports under the responsibility of the Minister for Sport?

Answer

I am advised:

Recreational boating fee revenues are used to support these activities as part of Transport for NSW's responsibilities under the Marine legislation to ensure the safe operation of all vessels on NSW waterways, and to provide infrastructure and services for their use.

RRT SUPP 384 - Yacht Clubs and Commercial Use

(384) Manly Yacht Club and Ku-ring-gai Motor Yacht Club both appear to have facilities for commercial use (restaurants, weddings, events). What proportion of their grants is offset by their own commercial revenues?

Answer

I am advised:

Commercial information associated with these entities is not held by Transport for NSW.

RRT SUPP 385 - Yacht Clubs and Commercial Use

(385) Are these clubs situated on Crown Land, and if so, what proportion of lease payments is directed back into asset maintenance versus retained by Crown Lands for administration?

Answer

I am advised:

Ku-ring-gai Motor Yacht Club is situated on National Park under the management of NSW National Parks and Wildlife Service.

Manly Yacht Club is partially located on Transport for NSW owned land and Crown land, leased to Northern Beaches Council. It operates under a sublease to Northern Beaches Council as the Crown Land manager of the property. Maintenance of the asset lies with the respective lessees.

Transport for NSW ordinarily charges a minimum rent for community organisations.

RRT SUPP 386 - Yacht Clubs and Commercial Use

(386) Of the \$438,000 allocated to Manly and Ku-ring-gai, what percentage or dollar contribution is being made by the clubs themselves?

Answer

I am advised:

I Manly Yacht Club contributed 50% to the total project cost and Ku-ring-gai Motor Yacht Club contributed 21% to the total project cost.

RRT SUPP 387 - Yacht Clubs and Commercial Use

(387) Will the repaired/replaced assets be available for use by the general public, and is public access guaranteed at all times?

Answer

I am advised:

Yes. The repaired/replaced assets will be available for use by the general boating public as this is a mandatory requirement. Once completed, projects must be located in areas with appropriate public access to the infrastructure.

RRT SUPP 388 - Northbridge Sailing Club

(388) Northbridge Sailing Club received funding for a pontoon that reportedly sank after being struck by a vessel. If the club leases the asset from Crown Lands, were they required to insure it, and was an insurance claim made before applying for grant funding?

Answer

I am advised:

The grant funding was issued for a package of improvements to the Northbridge Sailing Club including repairs to the pontoon, the purchase and installation of an awning structure and improved lighting within the clubhouse.

It is understood that Northbridge Sailing Club was insured at the time of the incident and made a claim under that policy. However, this does not preclude an organisation from applying for grant funding for overlapping concerns.

RRT SUPP 389 - Northbridge Sailing Club

(389) Does Transport for NSW Maritime now manage this asset, and if so, when was responsibility transferred from Crown Lands?

Answer

I am advised:

Northbridge Sailing Club has a ground lease with Transport for NSW. However, the ownership of the asset itself, and any improvements, lies with Northbridge Sailing Club.

RRT SUPP 390 - Ulladulla Harbour Public Boating Facility

(390) Can the department provide a detailed scope of works, sketches, or diagrams for the Ulladulla Harbour project?

Answer

I am advised:

These cannot be provided as they are intellectual property, not owned by Transport for NSW.

RRT SUPP 391 - Ulladulla Harbour Public Boating Facility

(391) How will the proposed works address issues with shallow waters at low tide?

Answer

I am advised:

This is not applicable to Transport for NSW. The project proponents hold the specific technical details.

RRT SUPP 392 - Ulladulla Harbour Public Boating Facility

(392) Will vehicle and trailer parking be clearly designated, and will preparation and wash-down areas be provided?

Answer

I am advised:

This is a matter for the Local Council.

RRT SUPP 393 - Ulladulla Harbour Public Boating Facility

(393) Last year funds were allocated to the Ulladulla jetty/pontoon. Were those funds effectively used, or were they wasted due to inadequate planning?

Answer

I am advised:

No funds were allocated to the Ulladulla Jetty/Pontoon.

RRT SUPP 394 - Breakwalls and Groynes

(394) Hornsby Council has sought \$60,000 for a feasibility study into a breakwall. Will the Waterways Fund be responsible for ongoing maintenance of breakwalls and groynes if constructed?

Answer

I am advised:

No.

RRT SUPP 395 - Bega Valley Amenities Block

(395) \$527,000 has been allocated to demolish and rebuild an amenities block, footpath, and fishing platform. What is the cost breakdown between these components?

Answer

I am advised:

This information is commercial-in-confidence.

RRT SUPP 396 - Bega Valley Amenities Block

(396) Why is the Waterways Fund paying for a fishing platform when the Recreational Fishing Trust Fund would normally provide such funding?

Answer

I am advised:

The Waterways Fund can contribute to infrastructure and services that directly benefit boaters.

RRT SUPP 397 - Fairfield Project

(397) \$75,000 has been allocated to the Fairfield project. Is this part of a staged program, and if so, what is the projected final cost of the entire project?

Answer

I am advised:

Yes, \$75,000 has been provided to deliver stage 1. Council is responsible for the total project cost.

RRT SUPP 398 - Evidence of usage

(398) For each funded project, what evidence of facility usage (e.g. user numbers, demand studies, or community consultation) was provided to justify the grant allocation?

Answer

I am advised:

All applicants were required to meet the program guidelines. These are publicly available on the Transport for NSW website:
<https://www.transport.nsw.gov.au/system/files/media/documents/2025/Boating-infrastructure-for-Communities-Grants-Program-Guidelines-02-2025.pdf>

RRT SUPP 399 - Ballina Council Grants

(399) Ballina Council has received a grant of \$1.1 million for “constructing storage racks and facilities for water sports enthusiasts.”

Answer

I am advised:

Yes. Information on the grant is publicly available at: <https://www.nsw.gov.au/grants-and-funding/boating-infrastructure-for-communities#toc-most-recent-recipients>

RRT SUPP 400 - Ballina Council Grants

(400) Can the Minister provide the detailed scope of works, including whether the project involves upgrades to the existing Cawarra Street boat ramp, construction of new amenities, parking, pontoons, or wash-down facilities?

Answer

I am advised:

In August 2025, Ballina Shire Council was approved for a \$1.1 million grant under the Boating Infrastructure for Communities program for Cawarra Park Boating Infrastructure works. The works will include constructing secure storage racks and facilities to support water sports such as outriggers, dragon boats, and kayaks. Information on the grant is publicly available at: <https://www.nsw.gov.au/grants-and-funding/boating-infrastructure-for-communities#toc-most-recent-recipients>

RRT SUPP 401 - Ballina Council Grants

(401) What consideration was given to the suitability of the current site, noting its low elevation and flood exposure?

Answer

I am advised:

Experienced qualified engineers have reviewed the concept and determined that the project can be delivered to meet all required engineering considerations regarding site suitability, elevation, and flood exposure.

RRT SUPP 402 - Ballina Council Grants

(402) Ballina Council has also received a \$52,000 grant for “upgrading an existing boat ramp with a small craft facility.”

Answer

I am advised:

Information on the grant is publicly available at: <https://www.nsw.gov.au/grants-and-funding/boating-infrastructure-for-communities#toc-most-recent-recipients>

RRT SUPP 403 - Ballina Council Grants

(403) Can the Minister specify which boat ramp this applies to, and provide details of the intended works?

Answer

I am advised:

I refer to the response to Supplementary Question 402.

RRT SUPP 404 - Ballina Council Grants

(404) What accessibility improvements are to be delivered with this grant?

Answer

I am advised:

I refer to the response to Supplementary Question 402.

RRT SUPP 405 - Shoalhaven Council – Ulladulla Harbour

(405) In December 2024, \$487,000 was spent repairing sections of the Ulladulla Harbour boat ramp, yet a further \$1.5 million has now been allocated for an upgrade to the southern boating facility.

Answer

I am advised:

In August 2025, Shoalhaven City Council was approved for a \$1.5 million grant under the Boating Infrastructure for Communities program for Ulladulla South Harbour BLR Replacement. The project will replace the aging boat landing ramp with separated landing ramps and provide accessible parking for aging and disabled users.

Transport for NSW did not spend \$487,000 on repairs to the Ulladulla boat ramp in December 2024. Transport for NSW carried out emergency works on the southern boat ramp in time for the holiday boating season, at a cost of approximately \$150,000.

The emergency works were approved through application of the Infrastructure-Related Procurement Standard. Council's application for the \$1.5 million was not under consideration at that time.

Shoalhaven Council has not made any contributions to either the emergency repair works or the upgrade.

Shoalhaven Council qualified for an exception from the minimum funding requirements under the program guidelines. This was considered during the assessment process, in addition to other factors in the program guidelines.

RRT SUPP 406 - Shoalhaven Council – Ulladulla Harbour

(406) Was the \$487,000 expenditure wasted given the subsequent major allocation for further upgrades?

Answer

I am advised:

Please refer to the answer for supplementary question 405.

RRT SUPP 407 - Shoalhaven Council – Ulladulla Harbour

(407) What was the process for approving the \$487,000 repair work, and was Council's application for the \$1.5 million project already under consideration at that time?

Answer

I am advised:

Please refer to the answer for supplementary question 405.

RRT SUPP 408 - Shoalhaven Council – Ulladulla Harbour

(408) What contributions, if any, has Shoalhaven Council made toward either the \$487,000 repair works or the \$1.5 million upgrade?

Answer

I am advised:

Please refer to the answer for supplementary question 405.

RRT SUPP 409 - Shoalhaven Council – Ulladulla Harbour

(409) Shoalhaven Council has been reported as being in significant financial deficit. Were Councils required to confirm their capacity to contribute funding before grant allocations were approved?

Answer

I am advised:

Please refer to the answer for supplementary question 405.

RRT SUPP 410 - Shoalhaven Council – Ulladulla Harbour

(410) Has Shoalhaven Council made a commitment of any funding contribution to these projects, or were they funded entirely from the Waterways Program?

Answer

I am advised:

No.

RRT SUPP 411 - Effluent Disposal Systems (EDS) – Dareton, Bunonga, Wentworth

(411) Funding has been allocated to replace the ageing Effluent Disposal System (EDS) at Dareton. Which agency funded the previous EDS upgrades at Bunonga and Wentworth?

Answer

I am advised:

Transport for NSW funded the previous upgrades.

RRT SUPP 412 - Effluent Disposal Systems (EDS) – Dareton, Bunonga, Wentworth

(412) Was the \$579,000 allocation in Round 3 of the Boating Now Program the full funding amount for the Wentworth EDS, or was there a co-contribution?

Answer

I am advised:

Wentworth Council contributed to the project.

RRT SUPP 413 - Effluent Disposal Systems (EDS) – Dareton, Bunonga, Wentworth

(413) Given that many houseboats using these systems are operated as commercial enterprises: Do commercial operators contribute towards the cost of constructing or maintaining EDS facilities?

Answer

I am advised:

This is a Council responsibility.

RRT SUPP 414 - Effluent Disposal Systems (EDS) – Dareton, Bunonga, Wentworth

(414) If contributions are made, what revenue has been collected in the past three years, and how is it applied?

Answer

I am advised:

I refer to the response to Supplementary Question 413.

RRT SUPP 415 - Effluent Disposal Systems (EDS) – Dareton, Bunonga, Wentworth

(415) Access to the EDS reportedly requires either a key or swipe card, and previously a Tap & Go fee of \$1 was charged. What is the current fee structure for use of these facilities?

Answer

I am advised:

I refer to the response to Supplementary Question 413.

RRT SUPP 416 - Effluent Disposal Systems (EDS) – Dareton, Bunonga, Wentworth

(416) How much revenue has been generated from EDS usage fees in the past three years?

Answer

I am advised:

I refer to the response to Supplementary Question 413.

RRT SUPP 417 - Effluent Disposal Systems (EDS) – Dareton, Bunonga, Wentworth

(417) Has the Government considered a cost-sharing arrangement for EDS funding and maintenance with other agencies such as Environment, Tourism, or Regional Development, given the broader environmental and tourism benefits of these systems?

Answer

I am advised:

Transport for NSW has not considered cost-sharing arrangements with other agencies as it considers the local authority best situated to manage and maintain these facilities given their local knowledge and operational capabilities.

RRT SUPP 418 - Procurement of new Maritime vessel**Acquisition of New \$7.4 Million Vessel**

(418) How is the \$7.4 million vessel being financed—through the Waterways Fund, consolidated revenue, or another source?

Answer

I am advised:

The Waterways Fund.

RRT SUPP 419 - Procurement of new Maritime vessel**Acquisition of New \$7.4 Million Vessel**

(419) What are the intended operational purposes of the vessel, and how do these differ from the roles already performed by Marine Rescue and the NSW Police Marine Area Command?

Answer

I am advised:

The multipurpose vessel will be operationally ready at short notice for various Maritime functions, tasks and compliance operations along the NSW coast and inland waterways including:

- Forward Command and Control in managing aquatic events and compliance campaigns
- Regulatory compliance and enforcement operations
- Business continuity activation
- Marine Pollution response, including the carrying and deployment of specialist response equipment
- Natural disaster and emergency response incidents
- Emergency response including Search and Rescue support.

RRT SUPP 420 - Procurement of new Maritime vessel

Acquisition of New \$7.4 Million Vessel

(420) Given that Marine Rescue already maintains a vessel ("Fearless") permanently based at Lord Howe Island, why is an additional vessel—based in Sydney—considered necessary to provide coverage for Lord Howe Island?

Answer

I am advised:

The new vessel is equipped with a high payload and secured deck fittings to transport and deploy specialist marine pollution response equipment. This new capability supports NSW Maritime's Combat Agency role for Marine Pollution and chemical spill response across NSW coastline, including Lord Howe Island. Existing government vessels are not equipped to carry large scale specialist Marine Pollution Response equipment.

RRT SUPP 421 - Procurement of new Maritime vessel

Acquisition of New \$7.4 Million Vessel

(421) What assessment was undertaken of the capabilities of existing Water Police vessels at Coffs Harbour and Port Stephens, which are geographically closer to Lord Howe Island, before committing \$7.4 million to this new vessel?

Answer

I am advised:

Maritime, in consultation with other on-water agencies' subject matter experts, found the existing government vessel fleet does not currently have the required design and deck capacity to carry equipment to Lord Howe Island.

RRT SUPP 422 - Procurement of new Maritime vessel

Acquisition of New \$7.4 Million Vessel

(422) What analysis was conducted to avoid duplication of existing services provided by Water Police and Marine Rescue vessels, all of which are accredited for search and rescue operations?

Answer

I am advised:

I refer to the response to Supplementary Question 421.

**RRT SUPP 423 - Procurement of new Maritime vessel
Acquisition of New \$7.4 Million Vessel**

(423) Can the Minister confirm whether the new vessel has any accredited search and rescue function, or whether its role is limited to pollution response, command post duties, or event support (e.g. New Year's Eve on Sydney Harbour)?

Answer

I am advised:

The vessel can provide support to search and rescue operations.

**RRT SUPP 424 - Procurement of new Maritime vessel
Acquisition of New \$7.4 Million Vessel**

(424) What evidence was provided to support the assertion by the Secretary that this is the "only vessel" with capabilities to travel to Lord Howe Island?

Answer

I am advised:

I refer to the response to Supplementary Question 421.

**RRT SUPP 425 - Procurement of new Maritime vessel
Acquisition of New \$7.4 Million Vessel**

(425) What is the estimated annual operating and maintenance cost of the \$7.4 million vessel, and how will these costs be met?

Answer

I am advised:

\$42,000. The cost will be met through an allocation from the Transport for NSW (Maritime) vessel maintenance budget.

**RRT SUPP 426 - Procurement of new Maritime vessel
Acquisition of New \$7.4 Million Vessel**

(426) How frequently is it expected that the vessel will actually be deployed to Lord Howe Island, and for what scenarios?

Answer

I am advised:

The frequency is unknown. The vessel will be deployed for marine pollution, chemical spill exercises and incident response.

**RRT SUPP 427 - Procurement of new Maritime vessel
Acquisition of New \$7.4 Million Vessel**

(427) Given reported technical issues with the recently acquired 12-metre Water Police boats (Sea Hawk, Sea Dragon, Sea Eagle), what lessons were applied to the procurement of this new vessel to ensure value for money and reliability?

Answer

I am advised:

Maritime consulted with other on-water agencies' subject matter experts on the procurement.

**RRT SUPP 428 - Coffs Harbour boat ramp
\$14 Million Upgrade Fail**

(428) The Coffs Harbour boat ramp received a \$14 million upgrade, yet community reports indicate that sand build-up is worse than before and the asset remains largely unusable by

those who funded it. Can the Minister explain how such a costly upgrade could result in regression rather than remedy?

Answer

I am advised:

The Coffs Harbour Boat Ramp upgrade was successfully delivered, and significantly enhanced safety, functionality, and capacity for recreational and commercial users.

RRT SUPP 429 - Coffs Harbour boat ramp

Persistent Silting and Hazardous Access

(429) The harbour continues to be plagued by excessive sand accumulation, leading to dangerous conditions at low tide and frequent closures—even after significant upgrades. How does the Government justify allocating these funds to an asset that fails to deliver reliable access to boaties?

Answer

I am advised:

I refer to the response to Supplementary Question 428.

RRT SUPP 430 - Coffs Harbour boat ramp

Design and Planning Failures

(430) Reports suggest the breakwall design diverted sand into the channel and did not account for shifting coastal dynamics, rendering the ramp unsuitable. Why did Transport for NSW proceed with a design that, by multiple accounts, failed to solve the core issue of silting?

Answer

I am advised:

The breakwater was designed to resolve the core issue of seiching, not silting.

RRT SUPP 431 - Coffs Harbour boat ramp

Cost-Ineffective Maintenance Strategy

(431) Despite the upgrades, Transport for NSW continues expensive dredging operations, including jet pumps and cutter suction dredges, indicating the original infrastructure remains fundamentally flawed. Is the boat ramp now costing taxpayers more to maintain than it's delivering in value?

Answer

I am advised:

No. The Coffs Harbour Regional Boat Ramp continues to be a highly utilised facility, appreciated by both local residents and visitors. It is widely regarded as an outstanding asset to the region. Demand remains consistently high, with the car park regularly reaching near-full capacity on weekdays, with favourable fishing conditions, and overflow parking areas frequently in use on weekends.

RRT SUPP 432 - Coffs Harbour boat ramp

Community Disillusionment and Lack of Transparency

(432) A Change.org petition, local outcry, and comments on social platforms express sharp criticism: “complete shambles,” “what a waste of funds,” and “boats can’t even use it correctly.” How will the Government restore confidence when the community sees this as symptomatic of broader mismanagement?

Answer

I am advised:

The works have contributed to providing safe improved access to the Coffs Harbour Boat Ramp and the adjacent Harbour area.
In addition, I refer to the response to Supplementary Question 431.

**RRT SUPP 433 - Coffs Harbour boat ramp
Fit-for-Purpose Failures and Handovers**

(433) The City of Coffs Harbour initially refused to accept responsibility for the ramp's landside component, citing unresolved compliance issues, before finally taking over. Given these complications, was the facility ever genuinely fit-for-purpose upon completion?

Answer

I am advised:

Yes. During the handover process, the City of Coffs Harbour raised a number of minor operational matters relating to the boat washdown areas and general water usage. These concerns were associated with the ongoing management of the facility and did not pertain to compliance or fit-for-purpose requirements. The project team worked collaboratively with the Council to address and resolve these matters prior to formal handover. The resolution ensured the facility aligned with the Council's preferred operational outcomes and long-term management needs.

**RRT SUPP 434 - Coffs Harbour boat ramp
Boater Safety and Accessibility**

(434) With boaters reporting shallow, unpredictable channels, hazardous access, and inadequate design, how does this align with the Government's mandate to deliver safe and accessible public marine infrastructure?

Answer

I am advised:

The NSW Government remains committed to delivering safe and accessible public marine infrastructure, and this includes ongoing investment in facilities like the Coffs Harbour Regional Boat Ramp.

It is important to acknowledge that coastal environments are highly dynamic and can present ongoing challenges, particularly in areas like Coffs Harbour, where ocean swell, tides, and natural sand movement significantly influence navigational conditions.

RRT SUPP 435 - Kamay Ferry Wharves

(435) As the final cost of the Kamay Ferry Wharves was not clearly identified in the June 2025 budget papers and it was instead lumped in under other projects. Further to the question in Budget estimates, could Maritime/Transport provide the cost to date, or the cost as at 30 June 2025 for the Kamay Ferry Wharves Project?

Answer

I am advised:

The final cost is in line with the approved and published budget of \$78 million (2024-25 NSW Budget Paper No 3: Infrastructure Statement page 2-43: <https://www.budget.nsw.gov.au/sites/default/files/2024-06/Budget-Paper-No-3-Infrastructure-Statement-2024-25.pdf>).

RRT SUPP 436 - Kamay Ferry Wharves

(436) Could Maritime/Transport confirm how much of the finance for the Kamay Ferry Wharves came from the Waterways fund (or any other maritime fund)?

Answer

I am advised:

\$13 million of Waterways funding was allocated in May 2023.

RRT SUPP 437 - Kamay Ferry Wharves

(437) How much came from the Commonwealth and State Departments of Environment as part of the “Commemorating the meeting of two cultures at Kamay Botany Bay National Park” and whether there was funding from any other TfNSW fund, or any other department including Premiers?

Answer

I am advised:

Kamay Ferry Wharves has been funded through:

- \$18 million allocated from National Parks and Wildlife Services in 2019
- \$47 million contribution from NSW Treasury, allocated as part of the 2022-23 NSW Budget
- \$13 million of Waterways funding allocated in May 2023

RRT SUPP 438 - Kamay Ferry Wharves

(438) In the 2021 EIS, there was no ambiguity about end purpose for the wharves. The primary stated purpose for the wharves was for ‘transport connection between La Perouse and Kurnell.’ Clearly listed, as required by SEARs, were 4 alternative solutions to achieve this objective. These alternatives were: a bridge; a tunnel; a dedicated bus service; or a ferry service. TfNSW chose the option of ferry wharves and a public ferry service for transport connection.. Can Maritime/ TfNSW explain how the delivery of wharves, but no public ferry service, fulfils the key declared primary objective of transport connection between La Perouse and Kurnell?

Answer

I am advised:

The NSW Government has replaced the previous ferry wharves at La Perouse and Kurnell as part of the Kamay Botany Bay National Park, Kurnell Master Plan by the National Parks and Wildlife Service. The National Park Master Plan will deliver improved visitor amenity and access, provide new experiences, and acknowledge the diversity of stories associated with this place.

The wharves have been designed for multiple uses, including short-term drop-off and pick-up berthing facilities for commercial and recreational vessels, future ferry connections, safe areas for fishing, gathering places with seating and shade to learn about stories of Country, to rest, interact and take in the beautiful views.

Delivery of the wharves reflects a staged approach: establishing the enabling infrastructure first so that future transport service options remain possible should demand, funding and operational priorities align.

RRT SUPP 439 - Kamay Ferry Wharves

(439) At one point in the EIS, a secondary purpose was mentioned that a public ferry service would give ‘connection’ for First Nations people of La Perouse and Kurnell. There was also mention that the ferry service would enable employment for First Nations people. This was reiterated in consecutive Budget Estimates. How will ‘connection,’ or ongoing employment on the ferry be achieved for First Nations people without a public ferry service?

Answer

I am advised:

The wharves provide the foundation for such opportunities should a service be introduced in future.

Delivery of the infrastructure creates scope for other forms of access and participation, including charter, tourism and cultural activities, which can also provide pathways for First Nations peoples' employment and enterprise.

RRT SUPP 440 - Kamay Ferry Wharves

(440) An article in the Daily Telegraph group on 10 May 2025 noted that the Kamay Ferry Wharves would cost almost \$500,000 a year to maintain. Could Maritime/TfNSW confirm whether this is an accurate estimate for the annual maintenance cost?

Answer

I am advised:

\$500,000 per year is within the expected range for assets of this scale and type.

RRT SUPP 441 - Kamay Ferry Wharves

(441) Given there is currently no ferry service planned for the Kamay Ferry Wharves. Will it still be TfNSW responsibility to maintain it, or will funds for maintenance be taken annually from the Waterways fund?

Answer

I am advised:

Transport for NSW has responsibility to maintain it. Funds for maintenance will come from the Waterways fund.

RRT SUPP 442 - Kamay Ferry Wharves

(442) In November 2023 Budget Estimates, Minister Haylen stated that although she considered this project had been mismanaged, she wanted to ensure that the Government were getting value for NSW taxpayer investment. Now the project is completed, & there is no ferry service, how is the NSW taxpayer getting value on their money?

Answer

I am advised:

The Kamay Ferry Wharves project has delivered high quality public infrastructure that provides safe and lasting access to the water at both La Perouse and Kurnell, supporting a wide range of uses including charter, tourism, environmental improvements, cultural activities and community access.

RRT SUPP 443 - Kamay Ferry Wharves

(443) The Kamay Ferry Wharves project was a Tier 3 project under scrutiny of Infrastructure NSW. This means there would have been quarterly reviews, reportable to Cabinet, with checks and balances applied throughout the project to ensure cost benefit was appropriate. The project escalated in cost from \$18million to \$78million, before the project was even approved, which Minister Haylen pointed out was a 333% increase in cost. Could the department clarify on what basis an escalation in cost of this magnitude was assessed to be appropriate by Infrastructure NSW and whether sunk cost fallacy was considered at any stage immediately prior to approval?

Answer

I am advised:

The project underwent extensive planning and oversight throughout its development. The escalation in cost from initial estimates to final delivery reflects a combination of factors,

including refinements to project scope and design to meet environmental, technical and community requirements, as well as inflation and increases in construction costs over the period from the planning stages to project delivery.

RRT SUPP 444 - Kamay Ferry Wharves

(444) We have been told that late last year several commercial companies responded to expressions of interest to establish and operate a public ferry service between La Perouse and Kurnell, but none of the companies were prepared to proceed. Can TfNSW confirm whether there is currently any active/ongoing negotiations with a private operator to provide a timetabled public ferry service?

Answer

I am advised:

Transport for NSW is not engaged in any active discussions.

RRT SUPP 445 - Kamay Ferry Wharves

(445) The 2016 Ferry Wharves feasibility study clearly stated that “Some form of Government assistance would likely be required to facilitate establishment of a ferry service” as “it is not likely that a commercial ferry service between the two wharves would be viable on a stand-alone basis.”

The EIS of 2021 stated that the service might operate like the Cronulla-Bundeena ferry with a “subsidised operating licence” for the private operator. Can TfNSW confirm that financial subsidies were offered in 2024 to commercial companies responding to expressions of interest to establish and operate a public ferry service?

Answer

I am advised:

No financial subsidies were offered.

RRT SUPP 446 - Kamay Ferry Wharves

(446) TfNSW & Infrastructure NSW appear to have failed to understand and appropriately assess private ferry operator interest prior to embarking on the project, with a result that around \$80million has been spent without primary purpose of transport connection outcomes between La Perouse and Kurnell being achieved. Does this show that existing checks and balances don't work, or is there some other reason for this spectacular failure and waste of public money?

Answer

I am advised:

I refer to the answer to Supplementary Question 443.

RRT SUPP 447 - Kamay Ferry Wharves

(447) On 7 Nov 2023, TfNSW provided a breakdown of how \$145million of the Waterways fund had been spent. Around half of the total budget was spent on 23 regional and city projects. Additional money went to dredging and amenity upgrades. The remaining half of the budget went towards just two projects, the Kamay Ferry Wharves \$31.7million & the Eden Safe harbour project \$32.7million. The Kamay Ferry Wharves project was originally a NSW NPWS project to increase visitors to the National Park in Kurnell, and was originally fully funded by the NSW & Commonwealth Departments of Environment as part of a 100 year celebration of Captain Cook landing at Kurnell. The effect of this huge allocation of \$31.7million bailout to the Kamay Ferry Wharves project effectively deprives up to 60 communities of the possibility of \$500,000 each for funding of future local boating projects.

Can Maritime/TfNSW clarify what the justification was for such a huge sum to be taken from the Waterways fund just because the Kamay Ferry Wharves project went over budget for Department of Environment NSW NPWS?

Answer

I am advised:

Transport for NSW, through Maritime and relevant agencies, allocates Waterways Fund resources in accordance with established priorities, with a focus on delivering safe, accessible, and sustainable maritime infrastructure for the community.

The Kamay Ferry Wharves project represented a significant heritage and public access initiative, originally led by NSW National Parks and Wildlife Service and co-funded by NSW and Commonwealth Environment departments. Following budget adjustments, additional funding from the Waterways Fund was applied to ensure delivery of the project, alongside ongoing commitments to regional and city boating infrastructure, dredging, and amenity upgrades.

Decisions regarding funding allocations balance historical and heritage outcomes, public safety and broader community benefit to support local boating projects across NSW.

Kamay Ferry Wharves has been funded through:

- \$18 million allocated from National Parks and Wildlife Services in 2019
- \$47 million contribution from NSW Treasury, allocated as part of the 2022-23 NSW Budget
- \$13 million of Waterways funding allocated in May 2023